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Aikman Avenue

Description

Aikman Avenue is located approximately 2 kilometres to the west of the city centre and is focused on a linear row of ground floor shops with residential properties above. The retail frontage is set back from Aikman Avenue itself and the on-street car parking that fronts the centre. The centre is set within a wider residential area and is adjacent to key community facilities, including a library and medical centre.

Status – Local Centre

Photos



Figure 1: The retail offer is underpinned by Co-operative Food and other convenience uses.



Figure 2: The Good Neighbours pub was closed due to coronavirus restrictions at the time of our visit.

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	4	40.0	4	9.1
Comparison	2	10.0	1	27.4
Retail Services	1	10.0	1	15.6
Leisure Services	2	20.0	2	24.5

Goal Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Financial and Business Services	0	10.0	1	9.2
Vacant	0	10.0	1	13.9
TOTAL	9	100	10	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goal Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Co-operative Food, Well Pharmacy	2
Community Facilities	Library (Medical Centre adjacent to defined boundary)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Aikman Avenue Local Centre is dominated by convenience goods operators, perhaps reflective of its location and role in meeting the day-to-day needs of the surrounding community.
- The centre has a limited service offer but provides for a hairdresser, betting office and public house.
- The community facilities located at the western end of the centre, including a library and adjacent medical centre just beyond the boundary; clearly underpin the centre's role in serving the needs of the local community.
- The centre benefits from a single ATM located at the Co-operative Foodstore.

Uses

The centre is anchored by a relatively large Co-operative Foodstore which forms the key part of the centre's convenience goods provision. Alongside a bakery and a butcher Aikman Avenue is considered to be capable of meeting the day-to-day needs of the local community. The centre's comparison offer consists of Well Pharmacy. In total convenience and comparison operators' account for 50.0% of all units within Aikman Avenue.

Aikman Avenue's service provision is concentrated on The Good Neighbours pub to the east of the centre. The centre also includes a betting office, pawnbrokers and a hairdresser but as was the case in 2015 does not include a hot-food takeaway.

Vacancies

At the time of our visit, just one vacant unit was recorded (formerly McColls), equating to 10.0% of all units within the defined local centre boundary. Although this unit was located along the main retail frontage of the centre it did not detract from the overall vitality of the centre and is not considered to represent any cause for concern for the centre as a whole.

Pedestrian Flows

Pedestrian flows at the time of our visit were relatively constant and concentrated around the Co-operative Food unit, pedestrian activity was also high to the western end of the centre around the

Library and the adjacent Medical Centre. Linked trips between these community facilities and the retail units was recorded.

Accessibility

The accessibility of Aikman Avenue is considered to be good by all means of transport. The centre's location within a wider residential area mean that it can be easily accessed by the community. Controlled crossing points are located immediately in front of the retail units, and wide pavements front the units themselves. The crossing points are well located to enable access to the centre for residents on the southern side of Aikman Avenue. On-street vehicular parking is provided within the centre and provides ample available parking for visitors.

Public transport provision can also be easily accessed from the centre, with the closest bus stop located approximately 30 metres to the east of the defined boundary adjacent to New Parks Library. Bus routes 12, 14 and 14A provide frequent access into Leicester city centre and other destinations throughout the city. Limited cycle parking facilities were noted in the centre, with a Sheffield stand located outside of the library.

Perception of Safety

The high levels of activity noted in the centre and the proximity of a relatively busy through road provide both natural and passive surveillance to the centre. This results in the centre feeling both safe and secure. According to the website UKCrimeStats, 375 crimes were reported within a mile radius of Aikman Avenue local centre in April 2021. This compares with 325 crimes reported in the same area in April 2020 and 314 in April 2019.

Environmental Quality

The retail units are set back from Aikman Avenue by a tree lined grassed area that appeared to be well maintained. This area provides a positive setting to the centre as a whole, with the offset distance from the road providing a pleasant environment for users. The units were well maintained and there was no street clutter or litter noted. Likewise, the availability of on-street car parking resulted in no nuisance parking being noted, nor did the centre feel as if it were dominated by vehicles.

It should be noted, however, that at the time of our visit The Good Neighbours pub was closed due to public health restrictions. This had a detrimental impact on environmental quality at the eastern end of the centre due to the shutters being closed and no activity being recorded.

Conclusion

The centre is considered to have a suitably diverse range of operators that are considered capable of serving the day-to-day needs of the local community. Alongside adjacent community uses it is clear that the centre is well-used and that the function of the centre is underpinned by these uses alongside the retail offer.

In general, Aikman Avenue functions well as a local centre and by virtue of the low levels of vacancy and environmental quality, it is considered that the centre is vital and viable.

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Allandale Road Francis Street

Description

Located in the Stoneygate area, approximately 2.5 kilometres to the south east of the city centre, Allandale Road/Francis Street is a relatively confined local centre consisting primarily of converted former terraced properties. The surrounding area itself is a more affluent part of the city and this is reflected in the operators themselves, which are generally more higher-end independent retailers and service units.

Status – Local Centre

Photos



Figure 1: Allandale Road/Francis Street is dominated by vehicles and on-street parking



Figure 2: There is evidence of café culture on Allandale Road in particular

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	7.7	5	9.1
Comparison	29	20.0	13	27.4

<https://leicestercitycouncil-1>

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Retail Services	9	21.5	14	15.6
Leisure Services	6	16.9	11	24.5
Financial and Business Services	3	15.4	10	9.2
Vacant	9	18.5	12	13.9
TOTAL	61	100	65	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	0
Community Facilities	-	0

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The number of comparison operators has decreased markedly since 2015, with resultant increases in services operators and a slight increase in the number of vacant units.
- The centre's convenience offer is relatively limited, comprising of two convenience stores, two bakeries and a coffee merchants.
- The nature of the former terraced properties do not lend themselves to the specifications and requirements of national retailers. The centre is therefore dominated by independent operators.
- There is a single ATM in the local centre; a kerbside booth located on Allandale Road.
- Since 2015 the total number of units in the centre has increased by 4, partially as a consequence of the expansion of the local centre boundary.

Uses

The centre is dominated by service uses, with 53.8% of units either being occupied by retail, leisure or financial and business services. The number of service operators has greatly increased since 2015, with this increase being mirrored by a decrease in comparison goods operators. Service operators are diverse and include cafés, restaurants, bars, hairdressers, beauty salons and estate agents, financial advisors.

Convenience goods operators are limited in number, and have remained static since 2015. These include two newsagents, two bakeries and a coffee merchant. In addition to this there are 13 comparison goods operators, including boutique gift shops, an art gallery and a bathroom furniture shop. In addition to these retail and service operators there are a number of medical services, including a dentist and cosmetic surgery clinic.

Vacancies

At the time of our visit, 18.5% of all units in the centre were vacant. The number of vacant units rising from 9 in 2015 to 12 at 2021 (the total number of units in the centre has also increased by 4). Whilst these units are located throughout the local centre, they are particularly concentrated along the southern end of Francis Street. This has the effect of reducing the overall feeling of vibrancy in this part of the local centre in particular.

Pedestrian

Flows

Pedestrian flows at the time of our visit were particularly noted along Allandale Road, with a more reduced level of activity observed along Francis Street. The presence of café culture, particularly along Allandale Street, further increases the sense of surveillance. However, at the time of our visit limited parking availability was observed throughout the centre that, along with the increase in financial service uses in the centre, may suggest that a greater proportion of those within the centre visit for work than previously may have been the case.

Despite this, and likely as a result of the concentration of leisure service operators along Allandale Road, pedestrian flows were considered to be relatively strong.

Accessibility

The centre is relatively isolated from the city's public transport network, with the closest regular bus services being located approximately 400 metres to the south-west of the centre on London Road. By virtue of this, and the relatively limited on-street car parking available in and around the centre, the centre's standard of accessibility is not considered very high. Indeed, it is considered that the centre is only likely accessible to the immediate community and that those visiting from the wider area would struggle to find a parking space within the centre or the surrounding residential streets.

Whilst opportunities for additional car parking infrastructure are relatively limited, the centre would benefit from the installation of additional cycle parking to augment the Sheffield stands at the junction of Allandale Road and Francis Street.

Perception of Safety

Allandale Road/Francis Street is lined by retail units that provide both natural and passive surveillance. However, the dominance of vehicles in the centre does reduce the overall perception of pedestrian safety. According to the website UKCrimeStats, 243 crimes were reported within a mile radius of Allandale Road/Francis Street local centre in April 2021. This compares with 264 crimes reported in the same area in April 2020 and 274 in April 2019.

Environmental Quality

The centre is dominated by independent operators, and by virtue of this, most units are generally well maintained and attractive. Many of these frontages in their own right provide an attractive feature to the local centre. Parking bays in the centre are delineated by tactile paving and bollards, although the level of car parking throughout the centre does detract somewhat from the environmental quality. Little litter and rubbish was noted throughout the centre at the time of our visit, however certain amounts of clutter (for instance, wheelie bins) were observed. However overall the environmental quality of the local centre was considered high.

Conclusion

Allandale Road/Francis Street local centre is considered a vital and viable centre. The centre benefits from a relatively high standard of environmental quality and has a large number of independent operators that further enhance its attractiveness. However, the centre is dominated by parked vehicles

and by vehicular movements and a generally low level of accessibility. The southern end of the centre along Francis Street also has a relatively high concentration of vacant properties. Despite these negative qualities, the centre is generally attractive and vibrant.

<https://leicestercitycouncil-4>

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Asquith Boulevard

Description

Asquith Boulevard is located approximately 3 kilometres to the south of Leicester city centre within a wider suburban area dominated by semi-detached units. The centre itself is split between two distinct parts located either side of Asquith Way, with the southern area dominated by The Aberdale Inn and the northern area by Tesco Express. The majority of retail units are of purpose built two-storey construction with ground floor retail and first floor residential uses.

Status – Local Centre

Photos



Figure 1: The largest vacant unit is the former Co-operative Food on Aberdale Road



Figure 2: Retail units on Shackerdale Road within the southern part of the local centre

Table 1: Local Centre Unit Composition

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	13.3	2	9.1
Comparison	3	13.3	2	27.4

<https://leicestercitycouncil-1>

Goal Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Retail Services	2	26.7	4	15.6
Leisure Services	6	33.3	5	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	0	13.3	2	13.9
TOTAL	14	100	15	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goal Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Lloyds Pharmacy, Tesco Express	2
Community Facilities	-	0

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Asquith Boulevard provides a mix of retail and service operators that are considered suitable to serve the day-to-day needs of the surrounding residential areas.
- The 2015 Study recommended that the centre's boundaries be expanded to include the Tesco Express on Aberdale Road. The centre retains the strong convenience goods offer recorded at that time, and the centre now includes a relatively strong retail service offer.
- The vacancy rate has increased from 0 to 2 units between 2015 and 2021.
- There is a single ATM located on the external wall of Tesco Express on Aberdale Road. The Tesco Express provides 'Click and Collect' facilities too.

Uses

Despite the closure of the Co-operative Food store on Aberdale Road, Asquith Boulevard retains a strong convenience goods offer. This offer is anchored by Tesco Express and is supported by a smaller newsagent on Shackerdale Road. Comparison operators include an operator selling car accessories and Lloyds Pharmacy.

The centre is underpinned by a diverse service offer, focused on retail and service provision. This includes a hairdresser, fast-food takeaway, restaurant, public house and betting office. Service units account for over half of the total number of operators within the local centre.

Vacancies

The vacancy rate at the time of our visit was recorded as 13.3% of units, or 2 of the 15 units within the centre. These were located on Aberdale Road and Shackerdale Road and are therefore not

concentrated within a single part of the local centre. The 2015 survey recorded no vacant units and since that time the largest unit to become vacant is the former Co-operative Food on Aberdale Road.

Pedestrian Flows

At the time of our visit, very light pedestrian activity was noted throughout the centre, and the activity that was observed was concentrated around the Tesco Express. We also observed no pedestrian flows between the two separate areas of the local centre, perhaps due to the physical barrier that Asquith Way forms. However, despite this activity was noted around both areas.

Accessibility

The centre benefits from a relatively high standard of accessibility via all forms of transport. The centre's location along a major arterial route and within an established residential area is such that access on foot or via car is good. However, the physical barrier that Asquith Way forms, despite the presence of controlled crossing points, does impact the centre's overall accessibility particularly for pedestrians. Sufficient amounts of on-street parking are provided on Aberdale Road and Shackerdale Road, and additional curtilage car parking is provided at Tesco Express. Cycle parking provision is available in front of the retail units on Aberdale Road.

The centre is also easily accessible via public transport, with bus stops located on Aberdale Road and Shackerdale Road just to the north and south of the defined local centre boundary respectively. Bus routes 44 and 44A provide frequent services into Leicester city centre and to destinations throughout the south of the city.

Perception of Safety

The centre is overlooked by a number of adjacent residential areas and benefits from passive surveillance due to the high number of vehicular movements through the centre. However, this high number of vehicular movements and the proximity to Asquith Way does detract somewhat from the overall perception of safety. Notwithstanding this, the centre generally felt safe and secure. According to the website UKCrimeStats, 252 crimes were reported within a mile radius of Asquith Boulevard local centre in April 2021. This compares with 236 crimes reported in the same area in April 2020 and 297 in April 2019.

Environmental Quality

Asquith Boulevard is generally well maintained with limited evidence of litter or graffiti in the centre. Parking was generally confined to marked spaces and the shop fronts were reasonably tidy and well looked after although they could benefit from investment. The presence of a large vacant unit and the rolled down shutters on Aberdale Road reduces the overall appeal of this part of the centre. Additionally the physical barrier that Asquith Way provides detracts from the centre's overall quality, although this is set back some way from both parades so that the impact is lessened.

Conclusion

Asquith Boulevard is divided into two distinct areas that effectively function as separate centres with relatively little pedestrian activity observed between the two. Notwithstanding this, the centre as a whole is considered capable of easily serving the day-to-day needs of the community and benefits from a strong convenience and service offer. Although the centre lacks the community features recorded in other local centres as a means of driving footfall, it makes up for this through the ATM and 'Click and Collect' service offered in the Tesco Express.

Whilst a number of units could benefit from investment and the vacant former Co-operative Food store detracts from the overall appearance of the centre, Asquith Boulevard is considered vital and viable.

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Aylestone Road Cavendish Road

Description

Aylestone Road/Cavendish Road is a linear local centre divided into two distinct parts by a small area of housing. The centre has developed along Aylestone Road, which is a busy arterial route into the city centre. Because of this, the centre is dominated by vehicular movements. The centre is approximately 1.5 kilometres to the south of the city centre and is surrounded by residential areas dominated by terraced housing. The northern part of the local centre is adjacent to greenspace around Saffron Brook. The centre has a relatively limited offer but is considered capable of meeting the day-to-day needs of the surrounding residential community.

Status – Local Centre

Photos



Figure 1: The vacant former TSB unit at the junction of Aylestone Road and Cavendish Road



Figure 2: The local centre has developed along Aylestone Road, with vehicular movements dominating as a result.

Table 1: Local Centre Unit Composition

<https://leicestercitycouncil-1>

Goal Category	Local Centre Units at 2015 (%)	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	13.6	3	9.1
Comparison	5	13.6	3	27.4
Retail Services	5	31.8	7	15.6
Leisure Services	7	27.3	6	24.5
Financial and Business Services	1	0.0	0	9.2
Vacant	2	13.6	3	13.9
TOTAL	23	100	22	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goal Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	Dentist	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Aylestone Road/Cavendish Road local centre provides a reasonable mix of operators that are considered capable of serving the day-to-day needs of the local community.
- The centre comprises 22 retail units, which includes three vacant units.
- There is one ATM in the centre; at street level in front of 313 Aylestone Road, Aylestone Convenience Store.

Uses

The centre is dominated by service uses, with retail and leisure service operators comprising 59.1% of all units in the centre. These operators are diverse and include a car repair garage, hairdressers and hot-food takeaways. Despite the closure of the centre's only bank in 2020, the service offer is still considered capable of meeting the day-to-day needs of the local community.

The centre's convenience goods offer is underpinned by three convenience stores and again this offer is considered easily capable of serving the needs of the local community. In addition to this the centre also has a relatively limited comparison goods offer focused on two car dealerships and a DIY store.

Vacancies

The number of vacant units in the centre has increased from 2 recorded in 2015 to 3 at 2021. The 2021 figure equates to a vacancy rate of 13.6% of units. One of the more significant vacant buildings since

<https://leicestercitycouncil-2>

2021 includes the former TSB unit at the junction of Aylestone Road and Cavendish Road that closed in May 2020. Because of this closure, Aylestone Road/Cavendish Road local centre no longer includes a bank within its boundary.

Pedestrian Flows

At the time of our visit, the strongest pedestrian flows were noted in the southern part of the local centre between Batten Street and Rutland Avenue. Within this area a number of key operators, including two convenience stores and hairdressers are located. It was evident that these operators drive a considerable amount of footfall from the surrounding residential areas. Relatively limited footfall was observed to the north of the local centre, perhaps due to the nature of the operators in that location.

Accessibility

Accessibility to the local centre is considered very good. Aylestone Road is a busy bus route, with bus stops located just beyond the northern boundary and within the southern part of the local centre. These bus stops are served by bus services 84, 85 and 87 that operate regular services into the city centre and destinations to the south of the city. Pedestrian accessibility is also relatively strong by virtue of the centre's location within an established residential area. Controlled pedestrian crossings are located at the northern and southern ends of the local centre which provide a safe means of crossing Aylestone Road. No cycling parking was observed within the centre.

In terms of vehicle accessibility, unrestricted parking is available on the residential side streets along Aylestone Road however there is limited opportunity for on-street parking in front of the retail units within the centre.

Perception of Safety

The linear nature of the centre, alongside the volume of passing traffic, means that the centre benefits from a high level of both natural and passive surveillance. However, the perception of safety, particularly for pedestrians, is compromised by the volume of traffic that pass through the centre on Aylestone Road. According to the website UKCrimeStats, 576 crimes were reported within a mile radius of Aylestone Road/Cavendish Road local centre in April 2021. This compares with 536 crimes reported in the same area in April 2020 and 531 in April 2019.

Environmental Quality

Due to the centre's location along a busy arterial road the environmental quality is somewhat compromised by the number of passing vehicles. The parking of vehicles in front of retail units, particularly between Batten Street and Rutland Avenue, further reduces the appearance of the centre. This is alongside examples of relatively untidy shopfronts that were observed.

Aylestone Road is lined by trees on the western side of the road which improves the appearance of the centre, however the haphazard nature of parking and unit frontages detracts from the overall quality of the centre. It is therefore felt that the centre could benefit from investment.

Conclusion

The centre has a strong convenience goods and service offer, the result of which is that the local centre is considered easily capable of serving the day-to-day needs of the local community. This is despite the closure of the TSB in the centre since 2015 which has somewhat diminished the diversity of the local centre. As a result of changes in the local centre since 2015, Nexus Planning have recommended a tightening of the defined boundary to exclude 274 Aylestone Road, which is understood to have been converted to a residential use.

<https://leicestercitycouncil-3>

However despite this the centre remains vital and viable, although it may benefit from investment to a number of the shopfronts and to secure more regularised car parking along Aylestone Road.

<https://leicestercitycouncil-4>

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Aylestone Village

Description

Aylestone Village local centre is focused around the busy junctions of Middleton Street, Wigston Lane and Aylestone Road. Units in the centre are generally well maintained and attractive; however, the centre’s proximity to a busy road does reduce its overall appeal and gives the impression that it is dominated by vehicular movements. The centre is located approximately 3 kilometres to the south-west of the city centre.

Status – Local Centre

Photos



Figure 1: Retail units along Aylestone Road, including the vacant former Co-operative Food store at the junction of Aylestone Road and Earl Russell Street



Figure 2: Retail units along Aylestone Road

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	4	9.7	3	9.1
Comparison	4	3.2	1	27.4
Retail Services	9	32.3	10	15.6
Leisure Services	9	48.4	15	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	4	6.5	2	13.9

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
TOTAL	30	100	31	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Co-operative Funeralcare, Pizza Hut, Tesco Express	3
Community Facilities	GP surgery	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- There is an ATM located adjacent to the Tesco Express in the local centre.
- The GP surgery on Wigston Lane is a key part of the local centre and generates a number of linked trips to other facilities in the centre.
- Although the centre is dominated by service operators, the convenience goods provision is such that the local centre is considered capable of serving the communities' day-to-day needs
- Whilst vacancy levels have decreased since 2015, the large vacant former Co-operative Food store does detract from the centre's overall appearance

Uses

The centre is dominated by service operators, with 80.7% of operators in the local centre being either leisure or retail service operators. There are no financial and service operators in Aylestone Village. Despite this, service operators are diverse and provide sufficient diversity to meet the needs of the local community. Whilst the service offer dominates the centre, the convenience goods provision is anchored by Tesco Express and is considered capable of serving the needs of the local community despite it being limited in scale.

Vacancies

The vacancy rate has decreased in Aylestone Village since 2015, with the number of vacant units decrease from 4 to 2 at 2021. This figure represents a vacancy rate of 6.5%, well below the national average. Despite this overall decrease, since 2015 the Co-operative Food store at the junction of Aylestone Road and Earl Russell Street has closed. The impact of a large, visible unit closing has evidently had little impact on the overall vitality of the centre despite the negative impacts it has made on the appearance of the centre approximate to it.

Pedestrian Flows

At the time of our visit pedestrian activity was concentrated around Tesco Express, the bus stop on Aylestone Road and the GP surgery at the junction of Wigston Lane. Throughout the rest of the local centre relatively light, but constant, pedestrian activity was noted. Despite this there was evidence of linked trips occurring between the centre and the GP surgery in particular.

Accessibility

The centre is located within an established residential area and as such is easily accessible by foot. Despite being located along a busy arterial route, pedestrian accessibility is further improved by the presence of controlled crossing points throughout the local centre. Accessibility by car is moderate due to a relatively limited number of unrestricted on-street parking spaces being available on Aylestone

Road. Parking is challenging on the residential side streets due to parking restrictions and there is little car parking at the Tesco Express.

Public transport accessibility into the centre is strong, with two bus stops located along Aylestone Road/Lutterworth Road at the north and south of the centre. Bus services 40, 83, 84, 85, 87 and X45 provide services into the city centre, and destinations to the south including Lutterworth, South Wigstone and Glenfield.

Perception of Safety

Aylestone Village felt safe and secure at the time of our visit. Retail units line both sides of Aylestone Road and provide natural surveillance. The main carriageway of Aylestone Road, which is a busy road and detracts from overall pedestrian safety, is set back from the pedestrian footway by on-street parking which improves the overall perception of safety. The traffic also moves relatively slowly through the centre, which improves overall safety. According to the website UKCrimeStats, 351 crimes were reported within a mile radius of Aylestone Village local centre in April 2021. This compares with 390 crimes reported in the same area in April 2020 and 426 in April 2019.

Environmental Quality

Aylestone Village is a pleasant and attractive local centre, despite the large number of vehicles that move through it. There are a number of period buildings set alongside premises that are of a more modern construction. There is also evidence of attractive and well-maintained planting throughout the centre and the shop fronts are generally modern and attractive. Pedestrian areas were well laid and there was no evidence of uneven footways, litter or graffiti. However, there were a number of wheelie bins located on footways that increase the amount of clutter in public areas.

Conclusion

Aylestone Village is a well maintained and pleasant local centre, with efforts taken to improve the appearance of the local centre in light of the busy junctions at the centre of it. Individual units are generally of a good quality and are relatively attractive, and controlled crossing points ensure that pedestrian accessibility is good. The centre is dominated by service operators, but the convenience goods provision is considered capable of meeting the day-to-day needs of the community. Despite the presence of the large, vacant former Co-operative Food store the centre is considered to be vital and viable.

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Blackbird Road/Groby Road/Woodgate

Description

Located at the intersection of a number of major roads and located approximately 1 kilometre to the west of the city centre, Blackbird Road/Groby Road/Woodgate is physically divided by vehicular movements. The retail units are however set back from the major roads by a number of access roads and on-street parking.

The centre itself contains a range of national multiple and independent operators, all of which provide services capable of meeting the day-to-day needs of the community alongside some more specialist uses.

Status – Local Centre

Photos



Figure 1: The centre is underpinned by a strong convenience goods offer, including Aldi and Maxi Grosik a speciality Eastern European store



Figure 2: A number of key routes pass through the centre. It is therefore dominated by vehicular movements.

Table 1: Local Centre Unit Composition

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	7	25.0	10	9.1
Comparison	7	15.0	6	27.4
Retail Services	7	25.0	10	15.6
Leisure Services	9	25.0	10	24.5

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Financial and Business Services	2	2.5	1	9.2
Vacant	1	7.5	3	13.9
TOTAL	33	100	40	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Aldi, ATS Euromaster, Coral, Post Office	4
Community Facilities	Medical Centre, Community Centre	2

Overall Composition

- Underpinning the local centre is a strong convenience goods offer anchored by Aldi and Maxi Grosik, a specialist foodstore focusing on Eastern European goods.
- The service offer has remained relatively stable since 2015 despite some churn in the nature of the mix.
- Since the 2015 the centre has experienced the closure of both banks, Santander and Barclays which closed in early 2016 and December 2017 respectively.
- There is an ATM within the centre located at Woodgate Post Office,

Uses

Convenience uses anchor Blackbird Road/Groby Road/Woodgate, with Aldi and Maxi Grosik being the main features driving footfall into the centre. Convenience operators account for 25.0% of all retailers in the centre, and also include convenience stores, a butcher, a baker and a newsagent.

Service operators are also relatively diverse, despite the closure of two retail banks since the 2015 survey. 52.5% of operators in the local centre are either retail, leisure or financial and business service operators. Again, these operators are diverse and include specialist units such as MOT & vehicle repair garages but also funeral directors, cafés, hot-food takeaways, a betting office, hairdressers and beauty salons.

Vacancies

Although the number of vacant units has increased from the 2015 survey to 3 units (equating to 7.5% of all units in the centre) these are dispersed throughout the centre and as such no one area is dominated by vacant units. The most significant vacant unit in the local centre is the former Barclays Bank at the Groby Road/Blackbird Road junction that closed in December 2017. The vacancy rate is such that it is not considered to represent cause for concern and will allow for natural turnover of operators within the centre.

Pedestrian Flows

Due to the physical barrier that Groby Road and Blackbird Road represent relatively limited pedestrian flow was observed throughout the entire local centre. Where pedestrian activity occurred, it tended to be focused on a key anchor operator, such as Aldi or the Post Office where the highest levels of pedestrian activity were observed. Lower levels of activity were recorded along Woodgate towards the city centre.

Accessibility

By virtue of the centre's location at a busy intersection and within an established residential area it has a very high standard of accessibility. On-street car parking is provided on an access road at the junction of Groby Road and Buckminster Road, at Aldi and Maxi Grosik and along surrounding residential streets. Bus stops are located on Groby Road, Woodgate and just to the south of the local centre on Fosse Road North. Services from these stops include 12, 14, 14A, 26, 27, 29, 29A, 125 and 162 which provide services to the city centre and destinations throughout the city and beyond.

Pedestrian accessibility is generally poor however. This is largely the result of the physical barrier provided by the junctions and major roads in the centre. A number of pedestrian crossing points are provided however, these are not necessarily located along pedestrian desire lines and so require users to walk out of their way in order to cross safely. This increases the instances of pedestrians crossing against the lights and across lines of stationary vehicles.

Perception of Safety

The centre benefits from a high standard of natural and passive surveillance due both to its linear nature and the slow moving passing traffic through the centre. However, this traffic also acts to reduce the overall perception of safety particularly for pedestrians and acts to form a physical barrier to safe movements. According to the website UKCrimeStats, 767 crimes were reported within a mile radius of Blackbird Road/Groby Road/Woodgate local centre in April 2021. This compares with 605 crimes reported in the same area in April 2020 and 901 in April 2019.

Environmental Quality

Environmental quality is generally poor across the centre. This is largely a result of the roads that pass through the centre that generate a lot of noise and pollution associated with traffic movements. The units themselves are relatively well maintained, however they are uninspiring and the prominence of the vacant former Barclays reduces the overall perception of the centre. There is also a lack of landscaping and planting in the centre when compared to other locations throughout the city. Planting could help to lessen the impacts from passing traffic and improve the overall perception of safety.

Conclusion

Blackbird Road/Groby Road/Woodgate local centre provides a considerable range of services, particularly focused around a strong convenience goods offer, that is considered easily capable of meeting the day-to-day needs of the community. It is considered to remain a vital and viable centre despite the closure of two retail banks since 2015 and a slight increase in the overall vacancy rate since that time (although this still remains lower than the national average).

Despite this the centre is functionally divided by major roads that pass through the centre which form a physical barrier to movement, particularly for pedestrians, and reduce the overall environmental quality of the centre.

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Catherine Street

Description

Catherine Street is a relatively small, linear local centre located approximately 1.5 kilometres to the north-east of the city centre in an established residential area. The centre itself is focused around Ghelani's Superstore that sells specialist Indian groceries with the remaining offer being wholly local in nature with a few specialist operators, such as a car dealership and furniture store.

Status – Local Centre

Photos



Figure 1: Ghelani's Superstore located at the junction of Canon Street and Catherine Street is the key anchor of the centre



Figure 2: On-pavement parking detracts from the overall environmental quality of the centre

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	4	33.3	4	9.1
Comparison	3	16.7	2	27.4
Retail Services	1	8.3	1	15.6
Leisure Services	5	33.3	4	24.5
Financial and Business Services	0	0.0	0	9.2

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Vacant	0	8.3	1	13.9
TOTAL	13	100	12	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- There are 12 operators within the boundary of the local centre. Convenience and leisure service operators dominate the composition of units. The centre itself is anchored by a specialist food store.
- This limited provision is perhaps the result of the larger local centre of Gypsy Lane being located approximately 500 metres to the north-east
- There are no ATMs within the centre.

Uses

Convenience and comparison operators are dominant in Catherine Street. There are four convenience operators, the largest of which is the Ghelani's Superstore. Alongside this are a greengrocer, newsagents and bakery and catering supplies service. Comparison operators are relatively specialist in nature and include a car dealership and furniture store. The centre is therefore likely to draw visitors from a wide catchment to these operators.

The service operators in the centre are not especially diverse, but are considered sufficient to serve the needs of the local community. These include a café, two fast-food takeaways and a hairdresser. A restaurant, The Coronation Lounge, is located on the opposite side of Catherine Street.

Vacancies

One vacant unit was recorded by our survey, located at the southern end of the local centre. This represents a vacancy rate of 8.3%, well below the current national average. Whilst this vacancy rate is higher than that recorded in 2015 (the 2015 survey recorded no vacant units) it is not considered that this rate presents any cause for concern.

Pedestrian Flows

At the time of our visit very light pedestrian flows were observed, with the only activity being around Ghelani's Superstore and deliveries to the furniture store at the junction of Canon Street and Catherine Street.

Accessibility

The centre is considered easily accessible to surrounding residential areas by virtue of its location within an established residential area. However the lack of a controlled crossing point on Catherine Street is considered to inhibit pedestrian accessibility from residential areas to the eastern of the centre. The lack of purpose on-street car parking reduces the accessibility of the centre, with haphazard on-pavement car parking being observed at the time of our visit. The centre may therefore

benefit from public realm works to include purpose car parking and the addition of a pedestrian crossing point on Catherine Street.

In terms of public transport the centre is served by a single bus service, 21, via bus stops along Catherine Street within the local centre. These provide regular services between Leicester city centre and Thurmaston to the north. No parking facilities were noted in the centre.

Perception of Safety

Although the centre is linear, it is split by two side streets (Canon Street and Purley Road) which require pedestrians to take care when moving through the centre. However, traffic movements were relatively light at the time of our visit and are not considered to pose any substantial safety concerns. Little opportunity for crime was observed in the centre by virtue of passive surveillance, although it was noted that the shop fronts do not provide for any significant natural surveillance. According to the website UKCrimeStats, 426 crimes were reported within a mile radius of Catherine Street local centre in April 2021. This compares with 424 crimes reported in the same area in April 2020 and 494 in April 2019.

Environmental Quality

The relatively enclosed shop frontage, large areas of paving and haphazard parking work to reduce the overall environmental quality of the local centre. Catherine Street is therefore not considered a particularly attractive or inviting destination. The centre lacks a cohesive core and overarching architectural style and as such does not feel like a united centre but rather a linear collection of units. The visual amenity of the centre is therefore considered poor and that Catherine Street would benefit from some investment in the form of public realm works or planting.

Conclusion

Catherine Street is of a scale that would only serve a limited local catchment, partially as a result of a small number of operators but also the proximity of Gipsy Lane to the north. There are a number of specialist retailers that are considered likely to draw from a relatively large catchment, however the day-to-day provision is not thought necessarily reflective of what would be expected at a local centre. Despite this the centre is believed to be vital and viable despite an increase in the number of vacant units since 2015.

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Downing Drive

Description

Downing Drive comprises a single curved terrace of purpose built shops, anchored by a Co-operative Food store. The centre provides a reasonable range of retailers and services that are considered capable of serving the needs of the immediate community. Located approximately 4.5 kilometres to the east of the city centre in a leafy and attractive residential community, the parade is set back from the junction of Welland Vale Road and Downing Drive along an access road that provides a limited amount of on-street car parking.

Status – Local Centre

Photos



Figure 1: The centre is pleasantly landscaped and is located in a leafy suburban area



Figure 2: The centre's operators are anchored by Co-operative Food, which evidently drive footfall into the centre

Table 1: Local Centre Unit Composition

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	33.3	3	9.1

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Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Comparison	2	11.1	1	27.4
Retail Services	2	22.2	2	15.6
Leisure Services	2	33.3	3	24.5
Financial and Business Services	1	0.0	0	9.2
Vacant	0	0.0	0	13.9
TOTAL	10	100	9	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Co-operative Food	1
Community Facilities	A dental surgery is located to the north of the defined boundary on Welland Vale Road	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Downing Drive is focused around a strong convenience goods and service offer reflective of its role in serving the day-to-day needs of the local community. There is a post office kiosk within one of the centre's newsagents.
- Our survey recorded no vacant units at the local centre.
- There is a single ATM in the local centre located at the Co-operative Food store.

Uses

The local centre is anchored by a Co-operative Food store, with the convenience offer also including two small newsagents. The three convenience operators account for 33.3% of all operators in the local centre. This represents no change in the overall number of operators since the 2015 study. Downing Street still maintains a comparison offer commensurate with its function as a local centre, with a single unit (a pharmacy) within the centre.

The service offer is relatively diverse and accounts for over half of all operators in the centre. Operators include two hot-food takeaways, a café, an opticians and a hair salon. In addition to these uses, The Dove pub is located to the immediate east of the defined local centre boundary. The most substantial change to the centre's composition since 2015 has been the closure of the Santander bank in approximately 2015.

Vacancies

As was the case in 2015, our survey recorded no vacant units at Downing Drive.

Pedestrian Flows

At the time of our visit pedestrian footfall was found to be relatively light, although steady, with visitors to the centre overwhelmingly arriving on foot at that time. The principle purpose of visits observed was to undertake convenience goods shopping at the Co-operative Food store, with a number of linked trips occurring between the Post Office kiosk and the adjacent opticians. The centre's location within an established residential area and at the junction of two roads leading to these areas result in the centre benefiting from a degree of passing trade.

Accessibility

The centre benefits from a reasonable degree of accessibility by virtue of its location within an established residential area, thereby allowing easy access for a number of residents on foot, and at the junction of two roads that provide access to a number of surrounding residential streets in the area. In terms of pedestrian accessibility, in spite of the lack of any controlled crossing points, it is considered that there are no safety or traffic issues that would restrict pedestrian access.

There is a single bus stop immediately adjacent to the northern boundary of the local centre on Welland Vale Road. Bus routes 22, 22A, 22B and 22C provide frequent services to Leicester city centre and Birstall. Designated cycle parking stands are located outside the Co-operative Food store. On-street vehicular parking is provided along Downing Drive and the access road in front of the retail parade.

Perception of Safety

The overall perception of safety at Downing Drive was good. The centre is overlooked by surrounding residential properties and the units themselves have open frontages that provide both natural and passive surveillance. This is further improved by passing traffic and pedestrian movements. According to the website UKCrimeStats, 187 crimes were reported within a mile radius of Downing Drive local centre in April 2021. This compares with 164 crimes reported in the same area in April 2020 and 154 in April 2019.

Environmental Quality

Overall, the environmental quality of the centre is considered good. The units are generally well maintained and the areas of landscaping and public realm are pleasant and provide an attractive aspect for the centre. Downing Drive is relatively free of clutter. The centre itself is considerably set back from Downing Drive and therefore traffic does not really impact the overall environment, and the centre's relatively leafy surroundings provide a pleasant atmosphere for users

Conclusion

Downing Drive provides a convenience and service provision that is commensurate with meeting the day-to-day needs of the local community. This provision is anchored by Co-operative Food store, and as such the centre is considered capable of meeting these needs despite the closure of the Santander bank since 2015. The local centre is attractive, well-used and easily accessible to surrounding residential areas and as such is considered to be a vital and viable centre

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East Park Road (North)

Description

Located approximately 1.5 kilometres to the east of the city centre and less than 100 metres to the west of Saint Saviours Road local centre, East Park Road (North) is a linear local centre focused on comparison and leisure service uses. Its range of operators include a number of more specialist uses, likely to draw from a relatively wide catchment area. The shops are situated within densely built, converted former terraced properties and the surrounding residential areas are also built in this style.

Status – Local Centre

Photos



Figure 1: Shopping parade with on-street parking on East Park Road



Figure 2: The retail units throughout the local centre are generally well maintained and accommodate a diverse range of operators.

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	7.1	3	9.1
Comparison	18	42.9	18	27.4
Retail Services	10	9.5	4	15.6
Leisure Services	5	31.0	13	24.5
Financial and Business Services	3	4.8	2	9.2
Vacant	0	4.8	2	13.9

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
TOTAL	41	100	42	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- East Park Road (North) local centre is dominated by comparison goods operators, with 42.9% of all operators being such. The centre's convenience goods offer is relatively limited.
- Our survey recorded two vacant units, equating to a vacancy rate of 4.8%. This represents an increase on 2015 when 0% vacancy was recorded.
- There is an ATM located at the south of the local centre on Saint Saviours Road.

Uses

East Park Road (North) local centre provides a strong mix of retail and service operators, with a very strong comparison goods offer when compared to other local centres. The number of comparison goods operators has not changed since 2015 and represents 42.9% of all operators. These operators are relatively diverse but are focused on ladies' wear and accessories. Although the convenience offer in the centre is relatively limited, it includes a bakery, grocers and confectioners.

The centre's service offer is also strong, with service operators equating to 45.3% of all operators in the centre. Leisure service operators account for 31.0% of all operators, and primarily include a number of hot-food takeaways.

The Gurudwara Guru Tegh Bahadur place of worship and community centre is a major community focal point and is located immediately to the north of the local centre.

Vacancies

Our surveyed recorded two vacant units in the centre, which were both located some distance apart. Although this vacancy rate, which equates to 4.8% of all units in the centre, represents an increase to the 2015 survey that recorded no vacant units, the vacancy rate is not considered to represent cause for concern and in fact allows for natural turnover of operators.

Pedestrian Flows

Pedestrian activity is strong throughout the local centre, particularly around the south of the centre along East Park Road between Nottingham Road and Saint Saviours Road. Linked activity was observed between Saint Saviours Road local centre to the east and East Park Road (North), perhaps suggesting that they two centres in function practice as a single local centre. The centre's location on a major road presents a physical barrier to movement, although this traffic moves relatively slowly and does not in practice inhibit pedestrian movements.

Accessibility

East Park Road (North) benefits from a high standard of accessibility. This is by virtue of its location on

a major arterial route, its compact form adjacent to a densely populated residential area and its location close to a number of other local centres. Pedestrian accessibility is considered good, despite the number of vehicle movements through the centre. Although there is a controlled crossing point at the southern end of the centre, it may be beneficial to create a second crossing point towards the north of the centre to improve movement. Vehicular accessibility is good, with on-street car parking running the length of East Park Road. This provides a limited amount of parking.

Public transport is available from within the local centre, with bus routes 54 and 54A providing frequent access to Leicester city centre, Beaumont Leys and Goodwood.

Perception of Safety

The centre is densely packed along East Park Road with the retail units separated from the carriageway by a narrow pedestrian footpath. This reduces the perception of pedestrian safety in particular, although due to the volume of cars passing through the centre and parked cars any traffic moves relatively slowly. Notwithstanding this, the centre benefits from considerable activity and vibrancy that ensures that high standards of passive and natural surveillance are obtained. According to the website UKCrimeStats, 505 crimes were reported within a mile radius of East Park Road (North) local centre in April 2021. This compares with 507 crimes reported in the same area in April 2020 and 518 in April 2019.

Environmental Quality

Retail units within East Park Road (North) are reasonably well maintained, with the low vacancy rate giving the appearance of a vibrant and healthy centre. The centre is dominated by independent retailers and it is clear that these operators have invested considerably in maintaining their shopfronts that are generally modern and attractive. As such, the centre is considered attractive, despite the vehicle movements and the compacted retail area.

Overall, the centre is clean and free from graffiti. The public areas are well maintained and are in a fair condition.

Conclusion

East Park Road (North) is considered to be a healthy and well maintained centre, with an offer focused around comparison goods and leisure services, particularly ladies' wear and accessories and hot-food takeaways. These facilities are in addition to a more limited range of convenience goods operators that underpin the centre's offer. At the time of our visit, a number of linked trips between the local centre and the adjacent Saint Saviours Road centre were observed, suggesting that in practice the two centres function as one.

Despite the centre's domination by vehicles, it benefits from a number of well maintained shopfronts that result in an attractive centre for users. The vacancy rate remains low despite increasing since 2015 and as such the centre is considered to be vital and viable.

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Egginton Street

Description

Egginton local centre is located in an area of dense terrace housing approximately 1 kilometre to the east of Leicester city centre and 400 metres to the north of Evington Road district centre. The centre itself comprise a linear run of retail units formed largely from former residential properties which are generally of a small format and not appealing to national multiple retailers. The centre is therefore of a scale that is considered suitable to serve the needs of the local community.

Status – Local Centre

Photos



Figure 1: Retail units on Egginton Street



Figure 2: Retail units on Egginton Street

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	25.0	5	9.1
Comparison	6	10.0	2	27.4
Retail Services	4	30.0	6	15.6

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Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Leisure Services	2	10.0	2	24.5
Financial and Business Services	2	10.0	2	9.2
Vacant	1	15.0	3	13.9
TOTAL	20	100	20	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Egginton Street is focused on serving the day-to-day retail and service needs of the local community. This is evidenced by its focus on convenience and service operators.
- Convenience operators account for a quarter of all operators and include a convenience store, butcher and fishmonger.
- The centre has a vacancy rate of 15.0%.
- There are no ATMs within the local centre.

Uses

Convenience goods operators account for 5 units (25% of all operators) in the local centre. These units are fairly diverse and include convenience store, butcher and fishmonger and as such offer a range of goods that are considered sufficient to provide for the day-to-day needs of the community. The comparison goods offer is more limited and includes a pharmacy and ladies' wear retailer.

Service operators account for 50% of all operators in Egginton Street and comprise hairdressers, two estate agents, a betting office, hot-food takeaways, photography studio and a travel agent.

Vacancies

Our survey recorded 3 vacant units, equating to a vacancy rate of 15.0%. Since 2015, there has been an increase from 1 vacant unit at that time and the vacancy rate is now roughly equivalent to the current national average. Despite this increase in the overall vacancy rate, the centre itself is not dominated by vacant units and whilst an increase in the vacancy rate is not necessarily welcome, it does provide opportunities for new operators to locate in the centre. Given this the vacancy rate should be monitored for signs of improvement in the immediate future.

Pedestrian Flows

Relatively light pedestrian flows were observed throughout the local centre at the time of our visit, with the most activity noted around the centre's junction with St Peters Road. Although flows were light, a steady level of activity was observed throughout the centre primarily focused on the convenience operators suggesting that these play a substantial role in supporting the centre and drawing visitors to it.

Accessibility

Located within a dense residential area, Egginton Street local centre is within easy walking distance of a large number of people. The centre therefore benefits from a high standard of accessibility, with Egginton Street itself being a sloping one-way street that presents challenges for those with less mobility but improves pedestrian safety and ability to navigate the centre by virtue of the slow moving traffic through it. There is ample on-street car parking located along Egginton Street in front of the retail units themselves, thereby ensuring that the facilities are easy to access by vehicle.

The closest bus station to the local centre is located on St Peters Road less than 100 metres to the west of the southern boundary of Egginton Street. Bus route 16 can be accessed from this bus stop, with route 16 providing frequent services between Leicester city centre and Crown Hills to the east. Additional bus stops are located on East Park Road to the east of the centre from which bus routes 54 and 54A can be accessed. There were no cycle parking facilities noted within the local centre.

Perception of Safety

Egginton Street benefits from a distinctly residential and quiet feel, which improved the overall perception of safety despite the limited amounts of pedestrian activity that would help to improve passive surveillance. Given this Egginton Street felt relatively safe and secure, however improving the amount of natural surveillance by perhaps increasing the width of pavements and increasing visibility through the centre might help to improve this. According to the website UKCrimeStats, 659 crimes were reported within a mile radius of Egginton Street local centre in April 2021. This compares with 638 crimes reported in the same area in April 2020 and 743 in April 2019.

Environmental Quality

Generally the retail units are attractive and well maintained in Egginton Street. Little graffiti or litter was noted at the time of our visit and the residential feel noted above creates a centre with a pleasant and quite feeling. In addition to this traffic calming measures, the one-way traffic system and volume of parked car along Egginton Street reduce vehicle movements further improving the environmental quality. It was noted that environmental quality worsened towards St Peters Road, possibly by virtue of the increased vehicular activity in this area.

Conclusion

Egginton Street is relatively limited in scale and is considered suitable to serve the needs of the local community with proximity to it. It provides a reasonable range of retail and service operators focused around a strong convenience goods offer. It is attractive and well maintained and generally feels safe and a pleasant place in which to be. Despite an increase in the vacancy rate since the 2015 survey overall it is considered that the centre remains vital and viable.

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Evington Village

Description

Evington Village is a moderately sized local centre formed around a historic village approximately 3.5 kilometres to the east of the city centre. The centre is focused around a linear retail parade along Main Street that is complimented by a number of community facilities including a park, a library and a place of worship. The local centre forms part of the Evington Village Conservation Area.

Status – Local Centre

Photos



Figure 1: On-street parking, such as on Main Street, throughout the local centre improves its overall accessibility



Figure 2: Although the centre has a generally high standard of environmental quality, clutter was observed throughout the centre

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	4	14.3	3	9.1
Comparison	3	14.3	3	27.4
Retail Services	6	38.1	8	15.6
Leisure Services	5	33.3	7	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	0	0.0	0	13.9
TOTAL	18	100	21	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Nisa, Premier, Post Office	3
Community Facilities	Evington Library	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Evington Library and Evington Youth Club are located within the boundary of the local centre.
- Evington Chapel place of worship and Evington Village Green are located just to the south of the centre.
- There are two ATMs in the centre; at Nisa and the Post Office on Main Street.

Uses

Evington Village is dominated by service operators, with 38.1% of operators being retail services and 33.3% being leisure services. These operators are relatively diverse and are considered more than suitable to provide for Evington Village's function, and include hot-food takeaways, cafés and restaurants, a public house, a betting office, hairdresser, dry cleaner, Post Office and funeral director. As with the 2015 survey, there are no financial and business service operators in the local centre.

Although this reduces the overall convenience provision in the centre, it is considered that the provision is sufficient to provide for the communities' needs. Convenience operators equate to 14.3% of the total and include two convenience stores, Nisa and Premier, and a newsagent. This provision is supplemented by a comparison goods offer that includes a pharmacy and hardware store.

Vacancies

As with the 2015 survey there were no vacant units recorded. This suggests that the centre remains vital and viable, although it should be noted that in having no vacancies there are no available units in which new operators can locate.

Pedestrian Flows

Pedestrian activity observed at the time of our visit was focused around the two convenience stores, Premier and Nisa. This suggests that these operators help to anchor and drive activity through the centre. Notwithstanding this, reasonable levels of activity were noted throughout the centre, particularly along routes leading to the surrounding residential areas.

Accessibility

Evington Road is considered a very accessible local centre. The centre benefits from a large amount of free car parking. Just beyond the western boundary of the local centre, Evington Park Car Park on The Common provides a total of 48 free parking spaces for up to 2 hours. In addition to this, there are considerable amounts of on-street car parking throughout the centre on Main Street.

In terms of public transport, there are bus stops located within the centre adjacent to The Cedars from which bus services 22, 22A and 22B can be accessed. Frequent services between Leicester city centre and Goodwood can be alighted from here. Pedestrian accessibility is considered to be good, both by virtue of the centre's location within a wider residential area but also due to the two controlled crossing points provided within the Village.

Perception of Safety

The centre's suburban and green environment provides a strong perception of safety, allied to which the linear nature of the local centre provides for both natural and passive surveillance. According to the website UKCrimeStats, 122 crimes were reported within a mile radius of Evington Village local centre in April 2021. This compares with 106 crimes reported in the same area in April 2020 and 131 in April 2019. In general, the perception of safety in Evington Village is considered high for all users.

Environmental Quality

As a leafy historic village located within a Conservation Area, Evington Village has a high standard of environmental quality. Public spaces are pleasant and well maintained, with planters located through the Village. Retail units are well kept, and the lack of vacant units adds to the overall vibrancy of the centre. Whilst the centre is located linearly along a key road, the wide paved areas that line this route provide a sufficient set back so that the centre does not feel dominated by vehicle movement. Although there was some clutter on the pavements observed at the time of our visit, such as wheelie bins, it is considered that overall Evington Village is an attractive local centre.

Conclusion

Evington Village is an attractive and relatively traditional local centre focused around a strong service offer that is augmented by convenience provision and is considered easily capable of meeting the day-to-day needs of the surrounding community. The continued lack of vacant units is considered to be a sign of the centre's vibrancy. There are a number of key community facilities located in proximity to the local centre, with these increasing the likelihood of linked trips into Evington Village. Overall, Evington Village is considered to be a vital and viable centre.

Fosse Road North

Description

Located approximately 1 kilometre to the north-west of the city centre, Fosse Road North is a linear local centre situated within a densely packed residential area. The centre is divided into two areas, one focused around a Lidl foodstore and Esso/Tesco Express to the south and a second to the north focused around a more traditional retail parade.

Since 2015, the centre has experienced considerable changes with the implementation of planning permission ref. 20140826 and the opening of a Lidl foodstore at the former site of The Empire public house. This has helped to improve the overall vibrancy of the local centre despite a small increase in the overall vacancy rate since that time.

Status – Local Centre

Photos



Figure 1: Since the 2015 survey a Lidl foodstore has improved the convenience goods offer in the local centre



Figure 2: Most of the centre consists of a traditional retail parade

Table 1: Local Centre Unit Composition

Good Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	17.2	5	9.1
Comparison	6	20.7	6	27.4
Retail Services	7	27.6	8	15.6
Leisure Services	4	17.2	5	24.5

Good Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Financial and Business Services	2	6.9	2	9.2
Vacant	1	10.3	3	13.9
TOTAL	25	100	29	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Good Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Betfred, Esso, Lidl, Tesco Express	4
Community Facilities	None, Fosse Neighbourhood Centre located just beyond the defined boundary	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Fosse Road North has a particularly strong convenience goods offer anchored by Lidl and Tesco Express alongside a number of independent, specialist retailers.
- There is one ATM within the local centre, located at the Tesco Express close to Pool Road.

Uses

There is a strong convenience goods provision in Fosse Road North, with this being anchored by Lidl and Tesco Express. This provision is augmented by two foodstores focused on specialist European goods and a convenience goods store. Convenience uses account for 17.2% of operators. This provision is supported by a range of comparison operators that account for 20.7% of all units. These operators include a pharmacy, an electrical goods shop, a windows showroom and a pet supplies store.

The service offer is strong in the centre an accounts for approximately half of all units. It is focused on a particularly strong retail service offer that includes hairdressers, an optician, a petrol filling station (Esso) alongside a reasonable leisure offer focused primarily on hot-food takeaways, alongside a betting office. Since 2015, the centre's only bank, Lloyds, has closed. Whilst this has reduced the overall provision in the local centre, the range of operators that remain are considered to be diverse and capable of serving the day-to-day needs of the community.

Vacancies

Our survey recorded 3 vacant units (out of 29) in the centre at May 2021, equating to an overall vacancy rate of 10.3%. Whilst this figure represents an increase on the vacancy rate recorded in 2015, when 1 unit out of 25 was vacant, this figure remains broadly in line with the national average. However, it was noted that all 3 vacant units observed were located in the southern part of the local centre in the parade opposite the Lidl foodstore.

Pedestrian Flows

There were strong pedestrian flows observed throughout the centre at the time of our visit, and good levels of activity were noted throughout the whole centre. The highest level of activity was noted at the Lidl foodstore, suggesting that this unit acts as the primary anchor for activity in Fosse Road North. Although good levels of activity were observed, it was also noted that Fosse Road North presented a barrier to movement. The centre could therefore benefit from an additional controlled crossing point around Empire Road.

Accessibility

The centre is easily accessible to the surrounding residential areas, and pedestrian access across Fosse Road North is available at controlled crossing points in the north and south of the centre. As noted above, the lack of a central crossing point between Empire Road and Lidl is considered to restrict pedestrian movement somewhat. There is covered cycle parking located at the Lidl foodstore. Short-term, free on-street parking is available along Fosse Road North in addition to which there is a considerable amount of vehicle parking at the Lidl.

In terms of public transport, there are bus stops located within the northern part of the local centre. Bus services 14, 14A and 162 can be alighted from here and provide services to the City Centre, Beaumont Leys and New Parks.

Perception of Safety

Overall, Fosse Road North has a high perception of safety. The main core of the centre benefits from good levels of surveillance by virtue of the considerable levels of footfall and vehicular movements. According to the website UKCrimeStats, 864 crimes were reported within a mile radius of Fosse Road North local centre in April 2021. This compares with 654 crimes reported in the same area in April 2020 and 986 in April 2019.

Environmental Quality

By virtue of the Lidl foodstore, the centre's environmental quality has improved considerably since the 2015 survey. This observed that the centre's environmental quality was poorest around the-then vacant public house. In general, Fosse Road North has a high standard of environmental quality and has benefited from investment in recent years. Public spaces are well maintained and shop fronts are of a reasonable standard. Although the road itself is subject to a high volume of traffic that does detract somewhat from the centre, the centre itself is judged to be a pleasant centre in which to spend time.

Conclusion

Fosse Road North has benefited from considerable investment since the previous survey was undertaken, and this has resulted in a centre that is underpinned by a strong convenience goods offer and is an attractive place in which to spend time. Operators are diverse and provide a range of goods and services that are considered commensurate with the centre's status, and these include a number of more specialist retailers likely to draw from a relatively large catchment. In general, Fosse Road North is considered to be a vital and viable centre.

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Gipsy Lane

Description

Gipsy Lane local centre is located approximately 2 kilometres to the north-east of the City Centre. The centre is anchored by a Lidl foodstore, and accommodates a reasonable service and retail offer that is considered capable of serving the needs of the surrounding residential area. Split in to two distinct parts separated by a busy junction, Gipsy Lane is considered to be a key centre for community activity and is located immediately adjacent to the BAPS Shri Swaminarayan Mandir.

Status – Local Centre

Photos



Figure 1: The Lidl foodstore is the largest single operator in the local centre



Figure 2: Gipsy Lane has a diverse range of operators, focused around a strong service and convenience goods offer

Table 1: Local Centre Unit Composition

Goal Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	18.2	6	9.1
Comparison	6	9.1	3	27.4
Retail Services	9	24.2	8	15.6
Leisure Services	9	33.3	11	24.5
Financial and Business Services	3	6.1	2	9.2
Vacant	3	9.1	3	13.9
TOTAL	35	100	33	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Ladbrokes, Lidl, Yorkshire Building Society	3
Community Facilities	None, although BAPS Shri Swaminarayan Mandir place of worship is located just to the east of the local centre	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The centre contains a range of uses commensurate with its status as a local centre. Gipsy Lane is anchored by a Lidl foodstore.
- Gipsy Lane is one of the few local centres that includes a retail bank.
- Click and collect facilities are available at the Lifestyle Express convenience store on Gipsy Lane.
- There is one ATM in the local centre; at the Yorkshire Building Society.

Uses

Convenience uses constitute 18.2% of all units within the centre, and contain a number of operators including Lidl and three convenience stores. The service offer is also relatively diverse and includes a number of hot-food takeaways, a betting office, a retail bank, an optician, and hairdressers. In total, service operators equate to 63.6% of all units within the local centre.

Vacancies

The vacancy rate recorded at Gipsy Lane equates to 9.1% of all units, a figure that is below the current national average. It is positive to note that, since 2015 the number of vacant units in the centre has remained unchanged at 3. Whilst these are distributed throughout the local centre, 2 of these are located along the eastern parade, an area at which considerably lighter pedestrian activity was observed during our visit.

Pedestrian Flows

At the time of our visit, the strongest pedestrian activity was observed around the Lidl foodstore, with more moderate levels of activity observed around the retail parade at the junction of Gipsy Lane and Catherine Street and between Rosedale Avenue and Tiverton Avenue. It was observed that pedestrian activity generally decreased with greater distance from the Lidl, and activity was greater diminished within the eastern area of the site. This suggests that the Gipsy Lane junction forms a physical barrier to pedestrian movement.

Accessibility

Located within a wider suburban area, Gipsy Lane generally benefits from a high standard of accessibility.

There are two bus stops located within the local centre adjacent to the Lidl. Bus routes 22, 40 and 832 provide services to the City Centre, Goodwood, Glenfield and Crown Hills. Gipsy Lane is therefore considered readily accessible by public transport means.

Secure cycle parking is provided for throughout the centre, with Sheffield stands located at the Lidl and in front of the retail parade at the junction of Gipsy Lane and Catherine Street. Vehicular parking is provided for in marked bays along Gipsy Lane, within the curtilage of the Lidl foodstore and along the access road adjacent to the main junction in the east of the centre.

Perception of Safety

The centre is well overlooked by surrounding residential areas and passing traffic; as such, it feels open and benefits from both natural and passive surveillance. The major road junction in the east of the centre does reduce the overall perception of pedestrian safety. According to the website UKCrimeStats, 272 crimes were reported within a mile radius of Gipsy Lane local centre in April 2021. This compares with 330 crimes reported in the same area in April 2020 and 309 in April 2019.

Environmental Quality

Overall, the environmental quality of Gipsy Lane is considered to be acceptable. Public spaces are well maintained if a little uninspired when compared to comparable local centres in the city. The retail units are well maintained, however the absence of landscaping in the centre results in it not being overly attractive. The centre is free from litter and street clutter, and despite the proximity of a major road junction this is considerably set back from the retail areas so any impacts arising from it are lessened.

Conclusion

Gipsy Lane is considered to be a functional and vibrant local centre that can easily serve the day-to-day needs of the surrounding residential communities. Its proximity to a major place of worship, and the Lidl within the defined boundaries, are considered likely to increase the instance of linked trips. However, the centre has a poorer environmental quality in comparison with a number of other local centres in the city, and the accessibility (and ease of movement) between the two parts of Gipsy Lane is also poor due to the proximity of a major road junction.

Notwithstanding this, by virtue of a diverse range of operators and a lower than national average vacancy rate, it is considered that Gipsy Lane is a vital and viable local centre.

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Green Lane Road

Description

Green Lane Road is one of the largest local centres in the authority area and is located approximately 1.5 kilometres to the east of Leicester city centre. It is concentrated along a 630-metre linear run of retail units interspersed by a number of residential units, and is focused around a particularly strong convenience and comparison goods offer. The majority of operators are independent, and a number of them focus on a range of goods catering for the city's Asian population.

Status – Local Centre

Photos



Figure 1: At the time of our visit, a number of social distancing measures, including the widening of pedestrian areas, were observed.



Figure 2: Green Lane Road local centre consists of densely packed terraced units.

Table 1: Local Centre Unit Composition

Good Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	19	26.3	31	9.1
Comparison	38	33.1	39	27.4
Retail Services	13	11.0	13	15.6
Leisure Services	18	16.9	20	24.5
Financial and Business Services	6	4.2	5	9.2
Vacant	5	8.5	10	13.9
TOTAL	99	100	118	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Ladbrokes	1
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The centre is focused around convenience and comparison uses; however, there is a relatively strong service provision in Green Lane Road.
- The vacancy rate at 2021, although higher than that at 2015, remains lower than the national average.
- There are no ATMs within the local centre.

Uses

Convenience operators equate to 26.3% of all units in the local centre. These operators are diverse and include convenience stores, butchers, fishmongers, greengrocers and bakeries. These operators are supplemented by a range of comparison goods operators equating to 33.1% of all units. Comparison operators include a number of clothes shops, alongside florists, appliance shops, mobile phone shops, a fragrance shop and a stationary shop.

Service operators are diverse in Green Lane Road, with leisure service operators equating to 16.9% of all units, retail services for 11.0% and financial and business services to 4.2%.

Vacancies

At the time of our visit there were 10 vacant units recorded, with this number equating to 8.5% of all units within the local centre. This proportion is lower than the current national average of vacant units. Although this figure represents an increase on the 5 vacant units that were recorded in 2015, this increase is not considered to represent cause for concern, as vacant units were located throughout the local centre (and therefore not concentrated in a single location). As such, the level of vacancy provides opportunity for new operators to enter the centre.

Pedestrian Flows

At the time of our visit there were relatively strong pedestrian flows observed throughout the centre, with these concentrated particularly between East Park Road and Evington Brook. Lower levels of footfall were observed at the eastern and western ends of the local centre. The temporary social distancing measures introduced in the centre have helped to ease safe pedestrian movements through Green Lane Road.

Accessibility

The centre is considered readily accessible to the surrounding residential areas, with the overwhelming majority of visitors observed at the time of our visit arriving on foot. In June 2020, the City Council introduced a pop-up scheme along Green Lane Road creating wider pavements to make it safer for shoppers and residents to socially distance. This project sought to widen the narrow pedestrian footways along Green Lane Road, and introduced a one-way scheme eastbound through the centre with an advisory 20mph speed limit. The temporary scheme, which has been implemented with traffic cones, signs and other temporary markings, will still allow for on-street parking. As such, this scheme is considered to have had an overall positive impact on the centre's accessibility.

Despite the scale of the local centre, public transport is relatively limited. There are bus stops located at the eastern end of the centre at Rosebery Street, from which bus routes 54 and 54A provide frequent access to the City Centre, Beaumont Leys and Goodwood.

Perception of Safety

By virtue of the high levels of pedestrian activity observed and the physical layout of the centre, the overall perception of safety at Green Lane Road is considered good. This has been further strengthened in recent times by the inclusion of social distancing measures on Green Lane Road that have improved pedestrian safety and reduced vehicular movements through the centre. According to the website UKCrimeStats, 529 crimes were reported within a mile radius of Green Lane Road local centre in April 2021. This compares with 526 crimes reported in the same area in April 2020 and 562 in April 2019.

Environmental Quality

The centre has a reasonable standard of environmental quality, with the majority of retail units in the centre being converted, but well-maintained, terraced properties densely lined along Green Lane Road. However, a number of units were closed during daytime hours and shutters were down. This, combined with a number of vacant units, reduces the overall attractiveness of the centre. In addition to this there was considerable street clutter observed, consisting of shopfront retail displays, A-boards and wheelie bins. The considerable length of the centre, and the number of residential units that are interspersed throughout Green Lane Road, increases the feeling that Green Lane Road lacks a single cohesive environment and, as such, is divided.

Conclusion

Green Lane Road is one of the largest local centres in Leicester, and as such benefits from a considerable and diverse range of operators. It benefits from a low vacancy rate and a strong range of convenience operators that are considered easily capable of serving the day-to-day needs of the local community. Such is the scale of the local centre that it is considered likely to draw from a relatively wide catchment. Despite the retail core of the centre being broken into three distinct parts by residential properties, the centre is clearly performing strongly and as such is considered vital and viable.

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Hamilton

Description

Located approximately 4 kilometres to the northeast of Leicester city centre, Hamilton local centre is focused around a modern shopping development anchored by a Tesco Extra superstore. It is the only local centre in the authority area to accommodate such a sizeable unit, and as such, it is clear that the superstore is primary purpose for visits to the local centre. However, alongside the superstore there are a number of community uses that are likely to result in a number of linked trips.

Status – Local centre

Photos



Figure 1: Hamilton local centre is dominated by Tesco Extra superstore



Figure 2: The eastern end of the local centre is focused on smaller retail units and community uses

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015 (%)	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	1	14.3	1	9.1
Comparison	3	14.3	1	27.4
Retail Services	2	14.3	1	15.6
Leisure Services	1	14.3	1	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	4	42.9	3	13.9
TOTAL	11	100	7	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Barnardo's, Tesco Extra, (Holland and Barrett, Max Spielmann and Timpsons concessions within Tesco),	2
Community Facilities	Doctor surgery, Hamilton Library	2

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The centre is anchored by a Tesco Extra superstore, with this provision supplemented by a number of smaller retailers and community uses.
- There are three ATMs located at the Tesco Extra.
- Click and collect facilities are located at the Tesco Extra.

Uses

Hamilton local centre is anchored by the Tesco Extra foodstore, with this offer supplemented by a charity shop, a petrol filling station and a hot-food takeaway. Within the Tesco Extra foodstore there are a number of concessions that provide supplementary uses, including a pharmacy, a phone shop, a travel money bureau, Holland and Barrett, Max Spielmann and Timpsons. Due to the size of the Tesco Extra, Hamilton does not reflect the composition or retailer representation typical of a local centre.

This range of operators is considered relatively diverse and by virtue of this, and the amount of floorspace and product range within the Tesco Extra, is considered easily capable of serving the day-to-day needs of the local community and indeed likely to draw from a relatively large catchment area.

Vacancies

At the time of our visit three vacant units were recorded within Hamilton local centre, a figure that represents a reduction on the four vacant units recorded in 2015. These units equate to 42.9% of all units in the centre. Although this figure is considerably higher than the current national average, it should be noted that purely reporting vacancies for Hamilton based on units is not wholly representative by virtue of the centre's dominance by a large Tesco Extra superstore. As such, although it would be beneficial to secure occupants for the three vacant units, the overall figure is not considered to represent cause for concern.

Pedestrian Flows

The strongest pedestrian flows at the time of our visit were observed around the entrance to the Tesco Extra superstore and the adjacent community facilities. A number of linked trips were observed between these facilities. Pedestrian movements were also observed between the Hamilton residential area and the local centre via the controlled pedestrian crossing on Kestrel Lane.

Accessibility

Although Hamilton local centre is surrounded by key roads to the south, east and west, the centre is considered easily accessible to the surrounding residential areas with controlled crossing points along Maidenwell Avenue and Kestrel Lane and a pedestrian footbridge across Hamilton Way. There is a considerable amount of surface level car parking located in Hamilton local centre, including a number of disabled bays and EV charging points. In addition to this, there are a number of Sheffield cycle stands located near the entrance to Tesco Extra. Public transport is readily available from Hamilton, with three

bus stands located on the primary access into the local centre. From here bus services 40, 58, 58A, 1005 and UHL providing frequent access to Leicester city centre Beaumont Leys and Goodwood.

Perception of Safety

As a modern local centre concentrated around a large superstore and adjacent units and community uses, the overall perception of safety in Hamilton is considered good. The centre benefits from high levels of passive and natural surveillance. However, the large amounts of surface level car parking (and associated vehicular movements) reduce the perception of pedestrian safety. According to the website UKCrimeStats, 213 crimes were reported within a mile radius of Hamilton local centre in April 2021. This compares with 249 crimes reported in the same area in April 2020 and 220 in April 2019.

Environmental Quality

As a modern, purpose built and managed local centre, the environmental quality of Hamilton is considered to be very high. The centre benefits from areas of landscaping and planting throughout which help to improve the centre's public realm. The centre itself is generally clean and free of litter, with clearly marked signage helping visitors to navigate the centre. Poorer environmental quality was observed around the retail units at the north-east of the local centre around Kestrel Lane by virtue of the concentration of vacant units in this location.

Conclusion

Although the composition of Hamilton is vastly different to that observed in comparable local centres in Leicester, it is considered that the local centre is easily capable of meeting the day-to-day needs of the local community. Healthy levels of activity were observed at the time of our visit, as were a number of linked trips between the community facilities within the defined boundary. Although a number of vacant units were observed (at the centre would clearly benefit from occupants being found for these) it is understood that these are long-term vacancies with the 2015 survey also identifying a number of these units as vacant. Despite this, Hamilton is considered to be a pleasant local centre that is both vital and viable.

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Hartington Road

Description

Located less than 1 kilometre to the east of Leicester city centre, Hartington Road is focused around a linear commercial centre formed of 25 units occupied by independent retailers. The composition of retailers in the centre is relatively diverse and is focused around a strong convenience goods provision.

Status – Local Centre

Photos



Figure 1: The junction of Vulcan Road, Morley Road and Chatsworth Road benefits from a relatively attractive public realm



Figure 2: The retail units in the centre largely comprise converted terraced properties that do not lend themselves to the requirements of national operators

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	7	32.0	8	9.1
Comparison	5	24.0	6	27.4
Retail Services	6	24.0	6	15.6
Leisure Services	3	12.0	3	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	2	8.0	2	13.9
TOTAL	23	100	25	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	Place of Worship and Community Centre	2

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Convenience operators equate to 32.0% of all units in the centre. Alongside this, there is a relatively strong comparison goods provision.
- Service operators are less numerous, but are still relatively diverse and are considered commensurate to the centre's status and role
- There are no ATMs located within the local centre.

Uses

There are eight convenience goods operators in the local centre, up from seven recorded in 2015. These operators, which equate to 32.0% of all units in the centre, are considered to be diverse and include convenience stores, greengrocers, a bakery, a fishmonger and a butcher. Supplementing this is a modest range of comparison operators that equate to 24.0% of all operators. These include a car parts store, a pharmacy, a stationers and a charity shop.

Vacancies

Whilst service operators are less numerous (retail service operators equate to 24.0% of all units, leisure service operators to 12.0%) the operators are relatively diverse and comprise hot-food takeaways and a barbershop.

Since the 2015 survey the number of vacant units has remained steady in Hartington Road, with two units being recorded as vacant. This equates to vacancy rate of 8.0%, lower than the current national average figure. These vacant units are located on Vulcan Road and Hartington Road, and as such in no one part of the local centre are the vacant units concentrated.

Pedestrian Flows

Pedestrian activity in Hartington Road was relatively limited at the time of our visit, with the highest concentrations of activity around the central junction and towards the community centre in the eastern end of the local centre. Relatively strong pedestrian flows were observed between Hartington Road and Nedham Street local centre, perhaps by virtue of the presence of key community facilities (including a Place of Worship) in that local centre.

Accessibility

Hartington Road is surrounded by dense areas of terraced housing and is therefore easily accessible on foot. Relatively wide footways line the roads that surround the centre and due to relatively low vehicle movements, it is easy for pedestrians to cross the roads. Notwithstanding this, due to vehicles emerging from a number of directions the junction of Vulcan Road, Morley Road and Chatsworth Road can be hard to cross. Marked on-street parking bays line Hartington Road making the centre readily accessible to those arriving by car.

There are no bus stops or public transport interchanges within the local centre. The closet bus stop is located on Cecil Road approximately 250 metres to the west of the local centre from which frequent services are provided into Leicester city centre. There are also no cycle parking facilities in the centre.

Perception of Safety

The overall perception of safety at Hartington Road is generally high, particularly around the junction of Vulcan Road, Morley Road and Chatsworth Road. Vehicles move slowly through the centre that helps to improve the overall levels of safety for pedestrians. According to the website UKCrimeStats, 795 crimes were reported within a mile radius of Hartington Road local centre in April 2021. This compares with 736 crimes reported in the same area in April 2020 and 988 in April 2019.

Environmental Quality

Hartington Road is a generally pleasant local centre with a mostly high standard of environmental quality. The junction of Vulcan Road, Morley Road and Chatsworth Road benefits from tactile paving and planting that adds interest to the overall streetscene. The retail units are also generally well maintained, as are the areas of public realm. Although there is a high number of parked vehicles in marked bays that line Hartington Road, vehicles move at a low speed through the centre that improve the overall environmental quality.

Conclusion

Hartington Road has a relatively limited range of operators that is nonetheless considered suitable to provide for and serve the day-to-day needs of the surrounding community. Alongside Nedham Street local centre, approximately 150 metres to the west, it is clear that a number of linked trips are supported between these two centres. In general, Hartington Road is a well maintained and attractive centre that is considered to be both vital and viable.

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Hinckley Road

Description

A linear local centre located 1.3 kilometres to the west of the City Centre, Hinckley Road is comprised of 28 retail units located on the northern side of the A47 which is a two-lane dual carriageway in proximity to the local centre. Surrounded by dense areas of terraced housing, the local centre is focused on serving the day-to-day retail and service needs of the local community.

Status – Local Centre

Photos



Figure 1: Vacant site at the junction of Carlisle Street and Hinckley Road was demolished in spring 2018.



Figure 2: Retail units in Hinckley Road are generally well maintained and add to a high standard of environmental quality.

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	6	10.7	3	9.1
Comparison	4	21.4	6	27.4
Retail Services	7	25.0	7	15.6
Leisure Services	11	25.0	7	24.5
Financial and Business Services	3	7.1	2	9.2
Vacant	4	10.7	3	13.9
TOTAL	35	100	28	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Ladbrokes, Pizza Hut Delivery, Post Office, Premier	4
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The number of units in the centre has reduced since 2015.
- The centre is focused on a strong service offer, anchored by two convenience stores and a relatively strong comparison goods offer.
- There is a single ATM in the local centre at the Post Office.

Uses

The centre is anchored by two convenience stores, Premier and Food Plus. Alongside one other convenience operator, a deli, convenience use equate to 10.7% of all units in the local centre.

57.1% of all operators in Hinckley Road are service operators, with leisure and retail operators equating to 25.0% respectively. Service operators are diverse, and include Post Office, a betting office, a solarium, a tattoo studio and a number of hot-food takeaways. In addition to this, there are two financial and business service operators, an estate agent and recruitment agency.

Vacancies

Our survey recorded three vacant units at 2021, a figure which represents a decline of one unit from 2015. This equates to a vacancy rate of 10.7% at 2021, a figure which is slightly lower than the national average. Vacant units are concentrated around the junction of Mostyn Street, immediately adjacent the vacant site at the corner of Carlisle Street. This suggests that, with land assembly, a reasonable development plot could be organised in this location.

Pedestrian Flows

Modest pedestrian flows were observed at the time of our visit, with pedestrian activity concentrated around the centre's two convenience stores with most visitors arriving by car. As such, limited levels of activity were observed between the centre and surrounding residential areas. Lower activity was also observed towards the western end of the centre.

Accessibility

Hinckley Road has a reasonable standard of accessibility. There are bus stops located at the western end of the local centre, from which services 18, 48L, 152, 153 and 158 Sapphire provide frequent services to the City Centre, Nuneaton and Braunstone. Pedestrian accessibility is also relatively high, by virtue of the centre's location in an established residential area and due to the controlled pedestrian crossing points that line Hinckley Road.

Since June 2020, pop-up cycle lanes have been introduced along the inbound section of Hinckley Road through the local centre. This has helped to improve the safety of cyclists through the centre, and has maintained designated parking bays at the frontage of the retail units. There are no cycle parking facilities in the local centre.

Perception of Safety

Hinckley Road local centre benefits from a relatively high perception of safety. The linear nature of the centre ensures that there are clear views along the frontage of the retail parade. The open frontage of the units, and the volume of passing traffic, provide a good standard of natural and passive surveillance. According to the website UKCrimeStats, 889 crimes were reported within a mile radius of

Hinckley Road local centre in April 2021. This compares with 679 crimes reported in the same area in April 2020 and 761 in April 2019.

Environmental Quality

The local centre has a relatively good standard of environmental quality, despite the impact of the high number of passing vehicles on Hinckley Road. The environmental quality is strengthened by the efforts that have been taken to reduce the impacts of passing traffic, including the pop-up cycle lane along Hinckley Road by also street tree planting. These features soften the impact of the A47 and help to improve the attractiveness and overall character of the centre. Street furniture throughout the centre also improves its overall usability, however some unnecessary clutter was observed at the time of our visit such as wheelie bins and A-boards. Notwithstanding this, the majority of retail units themselves are well maintained and pleasant.

Conclusion

Hinckley Road local centre is anchored by a strong convenience goods offer, underpinned by two convenience stores. Service operators account for well over half of all operators in the local centre. The centre benefits from a relatively good standard of environmental quality, and there is a vacant potential development site at the corner of Carlisle Street. In general, the centre is considered to be well performing and as such, Hinckley Road is a vital and viable local centre.

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Home Farm, Strasbourg Drive

Description

Home Farm local centre is situated in a largely residential area located approximately 2.5 kilometres to the north-west of Leicester City Centre. The centre itself has clearly developed overtime, with buildings of varying ages and styles located in the centre. Nonetheless, the retail core of the centre is focused around Home Farm Square, a modern purpose built shopping environment. This retail area turns its back to areas of parking, and feels relatively enclosed

Status – Local Centre

Photos



Figure 1: The centre is underpinned by a strong convenience offer and a number of community facilities



Figure 2: Home Farm Square is the central focal point of retail units in the local centre

Table 1: Local Centre Unit Composition

Goad Category	Local Centre Units at 2015 (%)	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	25.0	2	9.1
Comparison	1	25.0	2	27.4
Retail Services	0	0.0	0	15.6
Leisure Services	0	37.5	3	24.5
Financial and Business Services	0	12.5	1	9.2
Vacant	0	0.0	0	13.9
TOTAL	4	100	8	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Premier	1
Community Facilities	Doctor surgery, Dental surgery, Children's centre, Place of Worship,	4

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- There is an ATM within the local centre, located at the Premier convenience store. There are also click and collect facilities available from here.

Uses

Home Farm is anchored by a Premier convenience store and a second, independent food retailer. Convenience operators equate to 25.0% of all units in the local centre. Alongside these uses is a pharmacy, a café and a hot-food takeaway. Service operators equate to 50.0% of all operators in the local centre.

Vacancies

As was the case in 2015, our survey recorded no vacant units at Home Farm, Strasbourg Drive.

Pedestrian Flows

At the time of our visit, relatively limited pedestrian flows were noted around the centre as a whole, including via pedestrian routes to Tilling Road and to the residential areas to the north of the local centre. The greatest levels of activity were noted around the Premier convenience store and the car park to the south of the retail core, suggesting that most visitors arrive by car rather than on foot. This is potentially due to the lack of direct pedestrian access into the centre.

Accessibility

Home Farm local centre is located within an established residential area and is relatively set back from Strasbourg Drive. Pedestrian access to the site is readily available via a number of footpaths; however, these do not necessarily reflect pedestrian desire lines. A considerable amount of free vehicular car parking is provided in front of the retail units. No cycle parking facilities were observed in the local centre at the time of our visit.

There are bus stops located to the south of the local centre on Strasbourg Drive, where bus route 154 provides services to Leicester city centre and Loughborough. Additionally, to the west of the local centre a bus stop on Tilling Road provides frequent services to Beaumont Leys via routes 54 and 54A.

Perception of Safety

By virtue of the relatively unique layout and design of the local centre, the perception of safety at Home Farm is varied and generally lower than that found at other centres. Near the Premier convenience store, pedestrian activity ensures that there is a relatively high standard of surveillance. Indeed, this is true throughout the centre during daylight hours however, by virtue of the enclosed layout of Home Farm and the range of uses that would have limited or no activity at night, the perception of safety and standards of surveillance during night time hours is considered to be less. According to the website UKCrimeStats, 383 crimes were reported within a mile radius of Home Farm, Strasbourg Drive local centre in April 2021. This compares with 358 crimes reported in the same area in April 2020 and 359 in April 2019.

Environmental Quality

In general, Home Farm is a well-maintained local centre within a relatively attractive and pleasant setting surrounded by mature trees. The public realm is well maintained and there was little evidence

of graffiti or litter in the centre. The pedestrianised environment ensures that users are secluded from vehicle movements. However, some features in the centre, such as blank facades, shuttered and vacant units and units with generally lower levels of activity reduce the overall standard of environmental quality.

Conclusion

Home Farm is focused around a purpose built retail precinct, anchored by a Premier convenience store and a number of key community facilities. The local centre benefits from a reasonable standard of environmental quality, however the lack of openness reduces the overall perception of safety. Notwithstanding this, Home Farm is considered to be a vital and viable local centre.

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King Richard's Road

Description

The linear retail centre of King Richard's Road is located approximately 600 metres to the west of Leicester city centre. The local centre comprises 21 retail units and is surrounded by residential areas. King Richard's Road is a relatively busy arterial route into the city centre, and as such, the centre is dominated by vehicular movements. However, since 2020 pop-up cycle lanes have been installed through the local centre, which have reduced the impact of traffic as it passes through the centre.

Status – Local Centre

Photos



Figure 1: Pop-up cycle lanes have been installed through King Richard's Road



Figure 2: The retail core of King Richard's Road is focused along a linear parade of units

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	14.3	3	9.1
Comparison	4	19.0	4	27.4
Retail Services	3	23.8	5	15.6
Leisure Services	3	23.8	5	24.5
Financial and Business Services	2	9.5	2	9.2
Vacant	0	9.5	2	13.9
TOTAL	17	100	21	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	None (Place of Worship located just to the south of the local centre)	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The centre is focused around an offer that is considered sufficient to serve the day-to-day needs of the surrounding local community.
- Operators in the centre are exclusively independents, with no national multiple retailers having a presence in King Richard's Road.
- There are no ATMs located within the local centre.

Uses

The convenience offer comprises two off-licences and a newsagent, whereas the comparison offer is more diverse and includes an antiques shop, a DIY store and an appliance store. Respectively, convenience and comparison operators comprise 14.3% and 19.0% of all units in King Richard's Road.

The centre is dominated by service uses, with 23.8% of units being retail and leisure services. These operators are diverse and include three hot-food takeaways, a café, The Crows Nest public house, three hairdressers and a beauty parlour.

Vacancies

Since 2015, the number of vacant units in the local centre has increased from 0 to two. The number of vacant units at 2021 equates to a vacancy rate of 9.5%, roughly in line with the current national average. The two vacant units are located towards the eastern end of the local centre.

Pedestrian Flows

Pedestrian flows through the local centre were relatively limited although commensurate to the scale and provision of operators in King Richard's Road. Pedestrian activity was strongest around Daymans DIY and at the junction of Fosse Road North. A number of operators, such as The Crows Nest and hot-food takeaways are considered likely to benefit from higher levels of activity during night time hours.

Accessibility

King Richard's Road has a reasonable standard of accessibility. There are bus stops located in the centre of the local centre (adjacent to the main retail parade), from which services 13, 48L, 152, 153 and 158 Sapphire provide frequent services to the City Centre, Nuneaton and Glenfield. Pedestrian accessibility is also relatively high by virtue of the centre's location in an established residential area and due to the controlled pedestrian crossing points that line King Richard's Road.

Since June 2020, pop-up cycle lanes have been introduced along the inbound section of King Richard's Road through the local centre. This has helped to improve the safety of cyclists through the centre, and has maintained designated parking bays at the frontage of the retail units. There are cycle parking facilities in the local centre at the junction of King Richard's Road and Glenfield Road East.

Perception of Safety

Generally, King Richard's Road local centre has a moderate perception of safety. The centre benefits from reasonable levels of natural and passive surveillance throughout, and overall safety has been improved through the provision of pop-up cycle lanes on King Richard's Road. Notwithstanding this, King Richard's Road is a two-lane dual carriageway as it moves through the centre. The effect of this

high volume of vehicular movement reduces the overall perception of safety. According to the website UKCrimeStats, 1,152 crimes were reported within a mile radius of King Richard's Road local centre in April 2021. This compares with 896 crimes reported in the same area in April 2020 and 1,250 in April 2019.

Environmental Quality

In comparison to other local centres in the city, King Richard's Road has a lower standard of environmental quality. The pedestrian footway is narrow and is relatively cluttered, although the introduction of a pop-up cycleway has improved this situation somewhat. In addition to this the centre's proximity to King Richard's Road, and the near-continuous flow of heavy traffic along that route, detracts from the centre's environmental quality. The appearance of a number of retail units are also considered to be poor and would benefit from investment.

Conclusion

King Richard's Road has a reasonable range of operators, which are considered to be more limited when compared to other local centres in Leicester. In addition, the vacancy rate has increased since 2015. This, combined with the generally lower standard of environmental quality when compared with other local centres suggests that King Richard's Road local centre could benefit from additional investment in order to improve its appearance and to attract future operators to locate in the centre.

However, despite the overall increase in the centre's vacancy rate since 2015 King Richard's Road is considered to be a vital and viable centre.

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Lockerbie Walk & Dunblane Avenue

Description

Centred around a 1970s purpose built parade of units located approximately 3 kilometres to the north east of Leicester City Centre, Lockerbie Walk & Dunblane Avenue comprises a relatively limited range of operators focused around an offer commensurate with meeting the day-to-day needs of the surrounding community. This offer is augmented by Rushey Mead Library and Rushey Mead Health Centre.

Status – Local Centre

Photos



Figure 1: The centre is comprised of a purpose built parade of retail units



Figure 2: Rushey Mead Library (and the adjacent Rushey Mead Health Centre) provide a strong element of community uses at the local centre

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	1	14.3	1	9.1
Comparison	1	14.3	1	27.4
Retail Services	2	28.6	2	15.6
Leisure Services	3	42.9	3	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	0	0.0	0	13.9
TOTAL	7	100	7	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	Rushey Mead Library and Rushey Mead Health Centre	2

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Lockerbie Walk & Dunblane Avenue’s composition is anchored by a strong service offer, augmented by a convenience goods offer focused on a single convenience store.
- The centre’s limited convenience goods provision and lack of national retailers is possibly by virtue of the centre’s close location to a Sainsbury’s superstore, 400 metres to the north.
- There is an ATM located within the local centre, at Shenika’s convenience store.

Uses

The centre is anchored by an independent convenience store, Shenika’s. This unit is the sole convenience operator in Lockerbie Walk & Dunblane Avenue, and equates to 14.3% of all units in the local centre. Similarly there is only one comparison operator; a pharmacy. The lack of diversity in convenience and comparison goods provision is possibly due to the close proximity of a Sainsbury’s superstore.

The seven service operators equate to 71.4% of all units in the local centre. Service operators include the Royal Leicesters public house, two hot-food takeaways, a hairdresser and an optician.

Vacancies

As was the case in 2015, our survey recorded no vacant units at Lockerbie Walk & Dunblane Avenue.

Pedestrian Flows

At the time of our relatively modest levels of pedestrian activity were observed. This activity was lightest around the retail parade and strongest around the Medical Centre. However, pedestrian flows were observed between the Medical Centre and the retail parade suggesting that a number of linked trips occur between these facilities.

Accessibility

The centre is readily accessible to surrounding residential areas on foot, with a controlled pedestrian crossing point located to the immediate north-west of the local centre. There is adjacent parking to the local centre that provides free and unrestricted parking for approximately 30 cars.

In terms of public transport, the closest bus stops are located 50 metres to the north of the site on Gleneagles Avenue. Bus routes 22, 40 and 832 provide frequent services to Leicester City Centre, Belgrave and Goodwood. There were no cycle parking facilities observed within the local centre.

Perception of Safety

The local centre has a safe pedestrian environment, by virtue of the main retail parade being set back from Gleneagles Avenue and the vehicular movements along it. The centre has a moderate level of natural surveillance from the surface level car parking which overlooks the retail parade, as well as from within the shop units themselves. However, the orientation of the shopping parade from Gleneagles Drive limits surveillance from passing traffic.

According to the website UKCrimeStats, 211 crimes were reported within a mile radius of Lockerbie Walk & Dunblane Avenue local centre in April 2021. This compares with 252 crimes reported in the same area in April 2020 and 243 in April 2019.

Environmental Quality

The centre has an acceptable, but somewhat dated, appearance that could clearly benefit from investment in order to improve the centre's overall standard of environmental quality. Despite this, the centre is generally well maintained although at the time of our visit evidence of litter was noted in the car park and adjacent to Rushey Mead Library. Notwithstanding this, the lack of vacant units helps to improve the overall environmental quality of Lockerbie Walk & Dunblane Avenue.

Conclusion

Lockerbie Walk & Dunblane Avenue has a relatively limited range of convenience and comparison operators, and as such is anchored by a more diverse range of service operators and key community facilities. In general, the range of provision at Lockerbie Walk & Dunblane Avenue is considered commensurate with the centre's status as a local centre. The centre could benefit from investment in order to improve its overall appearance and the perception of safety; however notwithstanding this it is considered that the centre is both vital and viable.

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London Road

Description

London Road is one of the closest local centres to the boundary of the central shopping core, being just 200 metres to the south-east of it. The northern extent of the local centre is marked by Leicester train station, with Victoria Park located at the southern end of the centre. The centre is formed by a linear parade of units along London Road, primarily focused on service operators but with a substantial convenience goods offer sitting alongside this. The centre is located in close proximity to the University of Leicester. London Road itself is a busy route in to the city centre and acts as a physical barrier to pedestrian movement.

Status – Local Centre

Photos



Figure 1: Temporary cycle lanes were introduced along London Road. It is understood that these are now being removed.



Figure 2: London Road is dominated by a major arterial route in to the city centre, and as such is dominated by vehicular movements.

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	11	9.9	9	9.1
Comparison	9	5.5	5	27.4
Retail Services	11	6.6	6	15.6
Leisure Services	33	45.1	41	24.5
Financial and Business Services	16	15.4	14	9.2
Vacant	10	17.6	16	13.9
TOTAL	90	100	91	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Dominio's, Pepe's, Pizza Hut Delivery, Post Office, Richer Sounds, Sainsbury's Local, Sue Ryder, Tesco Express	8
Community Facilities	Doctors surgery (just outside of boundary, Place of Worship, Dental Surgery)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The centre is focused around a strong service offer. This is potentially due to the centre's location in close proximity to the University of Leicester.
- There is a modest range of convenience operators, anchored by Sainsbury's Local and Tesco Express
- There are three ATMs in the local centre; at Sainsbury's Local, Tesco Express and at the Post Office.

Uses

London Road is dominated by a strong service offer. Leisure operators, which account for 45.1% of all units in the centre, are concentrated around Victoria Park to the south and the train station in the north of the centre. These operators are diverse, but are primarily food and drink uses aimed at providing for the needs of the student population and surrounding residential areas. The centre also has a relatively strong financial and business services provision, which equates to 15.4% of all operators.

This strong service offer is supplemented by a reasonable provision of convenience goods operators, anchored by Sainsbury's Local and Tesco Express. Alongside seven other convenience operators, these equate to 9.9% of all units in the local centre.

Vacancies

Our survey recorded 16 vacant units in the centre, equating to 17.6% of all units within the centre, a figure that is considerably higher than the current national average. Vacant units were located throughout the local centre and as such, no one location is dominated by vacant units. However, a particular concentration was noted on Highfield Street, a location set back from the main run of retail units along London Road.

Pedestrian Flows

As a primary route into the city centre and train station from the University, a high level of pedestrian activity was observed along London Road and along the entire retail parade. This high level of activity indicate that London Road is used as a primary pedestrian route between the areas mentioned above. However, it should be noted that on the side streets within the local centre considerably lighter levels of pedestrian activity were noted. The highest pedestrian activity was noted on the northern side of London Road, whilst the lowest levels of activity were observed on the south side of London Road in proximity to the train station.

Accessibility

London Road forms part of a major public transport corridor for the city. As such, a number of bus services, including routes 22, 22A, 22B, 44, 44A, 54, 54a, 81, UHL and X3 Sapphire all provide access from the local centre to destinations including the City Centre, Beaumont Leys, Goodwood, Wigston, Market Harborough, Hamilton and Evington. Leicester train station is located at the northern extent of the local centre, thereby connecting London Road to destinations throughout the East Midlands and further afield. Pedestrian and cyclist accessibility is also considered good, with controlled crossing points and cycle parking facilities located throughout the centre.

A small amount of on-street car parking is provided along London Road towards Victoria Park, this is time limited and only available at certain times. There are two pay-and-display surface level car parks in proximity to London Road, Nelson Street and Victoria Park that provide 57 and 246 spaces respectively.

Perception of Safety

By virtue of the centre's high level of pedestrian activity, London Road benefits from a high standard of passive and natural surveillance. However, the overall perception of safety is reduced due to the high volume of vehicular movements that pass through the centre. This particularly influences the perception of safety for pedestrians. According to the website UKCrimeStats, 922 crimes were reported within a mile radius of London Road local centre in April 2021. This compares with 858 crimes reported in the same area in April 2020 and 1,185 in April 2019.

Environmental Quality

Although the overall environmental quality of London Road is impacted by the volume of traffic that passes through it, the size of the carriageway is such that the centre does not overly suffer from its proximity to traffic. The units are generally well maintained and the diverse architecture of the centre provides an attractive feature. It is considered that additional street trees, where appropriate, to supplement those already in situ would further help to improve the centre's overall quality.

In general, the environmental quality of London Road is considered good with evidence of investment in the public realm, particularly towards Victoria Park, apparent. The local centre around Leicester train station would similarly benefit from improvements to the public realm and additional greening.

Conclusion

London Road is a long, linear local centre in close proximity to both the city centre and the University of Leicester. As such, its range of operators is different to most local centres in the city in that it caters for a strong food and drink offer to meet the requirements of the surrounding population. This offer is supplemented by a reasonably strong convenience goods provision. The centre is relatively attractive, although it is dominated by passing traffic and would benefit from additional greening and public realm improvements, particularly around the train station. The vacancy is higher than the national average and should be subject to continued monitoring, but notwithstanding this the centre is considered to be vital and viable.

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Loughborough Road

Description

Located approximately 2 kilometres to the north of the City Centre and 300 metres to the west of Melton Road/Belgrave Road district centre, Loughborough Road is a moderately sized local centre that focused on providing for the needs of the community in the immediate vicinity of it. The centre is almost wholly comprised of independent retailers, with the portfolio of units considered unlikely to appeal to national multiple retailers.

Status – Local Centre

Photos



Figure 1: The junction of Loughborough Road and Checketts Road in the north of the local centre



Figure 2: The retail units in the local centre are comprised by linear shopping parades adjacent to the carriageway of Loughborough Road

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	7.5	3	9.1
Comparison	7	17.5	7	27.4
Retail Services	8	22.5	9	15.6
Leisure Services	4	25.0	10	24.5
Financial and Business Services	1	12.5	5	9.2
Vacant	6	15.0	6	13.9
TOTAL	29	100	40	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Enterprise Rent-a-car	1
Community Facilities	Place of Worship (Nursery and two Places of Worship adjacent to local centre boundary)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Loughborough Road is concentrated around a strong service provision, with leisure and retail services accounting for approximately half of all operators in the centre.
- The convenience offer is weaker than in comparably sized centres, with Loughborough Road lacking a large, national multiple convenience operator within its defined boundary.
- There is a single ATM in the local centre, located within Belgrave General Stores.

Uses

Convenience uses are relatively limited at Loughborough Road, with only three units being such use, which equates to 7.5% of all units. It should be noted that just 200 metres to the north of the local centre is a Lidl foodstore, which may explain why the centre lacks a national multiple convenience retailer that may be expected due to the centre's size. However, the centre has a relatively strong comparison goods offer that equates to 17.5% of all units and includes a furniture shop, pharmacies, appliance store, charity shop and car parts store.

Loughborough Road is underpinned by a strong range of service operators, with leisure services equating to 25.0% of all units, retail services to 22.5% and financial and business services to 12.5%. These operators are diverse and including a car repair garage, a car rental provider, hot-food takeaways and bars.

Vacancies

The 2015 survey recorded six vacant units in a centre of 29 units. Whilst our survey recorded the same number of vacant units, given the increase in units since 2015 the proportion of vacant units has decreased to 15.0% of all units in the centre. This figure is marginally higher than the current national average figure for vacancies. Although these units are located throughout the localcentre, there is a particular concentration at the northern end of the centre adjacent to the junction of Loughborough Road and Checketts Road.

Pedestrian Flows

At the time of our visit, a generally low level of activity was observed at Loughborough Road. The greatest levels of pedestrian movement were observed around the crossing points at Checketts Road and around the convenience stores in the southern part of the local centre.

Accessibility

There is limited car parking in the local centre, with few on street parking bays available along Loughborough Road. Parking opportunities can be found along the residential side streets leading away from Loughborough Road, but the lack of available parking suggests that the local centre has historically only drawn from the immediate residential area. To this end, controlled pedestrian crossing points are located along Loughborough Road.

Within the local centre, public transport is readily accessible. There are bus stops located within, and just to the north and south, of the defined centre boundaries. Bus services 2, 22A, 22B, 25, 126 and 127 can be alighted from these stops and provide frequent services to the City Centre, Beaumont Leys, Loughborough, Birstall and Shepshed.

Perception of Safety

In general, Loughborough Road is considered both safe and secure, with the passing vehicles and activity observed in the centre providing both natural and passive surveillance. According to the website UKCrimeStats, 324 crimes were reported within a mile radius of Loughborough Road local centre in April 2021. This compares with 345 crimes reported in the same area in April 2020 and 348 in April 2019.

Environmental Quality

Loughborough Road is a generally well-maintained local centre, only marred by the presence of some poorly maintained retail and vacant units that detract from the centre's visual amenity. In addition to this, areas of hardstanding around the vehicle rental facility and on adjoining side streets further detract from the centre's overall appearance. By virtue of the centre's proximity to Loughborough Road, the centre is dominated by vehicular movements. Notwithstanding this, the public realm in the centre, well-maintained units to the south of the centre and the setback units on the western side of Loughborough Road improve the general appearance of the centre.

Conclusion

Loughborough Road has a relatively strong retail and service offer, which is augmented by the Lidl foodstore located just to the north of the centre's defined boundary. Equally, due to the overall increase in the size of the local centre since 2015 the vacancy rate has decreased as a percentage of units, as such the centre is considered to be vital and viable.

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Malabar Road

Description

Malabar Road local centre is focused around a purpose built parade of retail units below an apartment block. Located just over 300 metres to the east of the city centre, the local centre contains St Matthew's Library and Sports Hall, in addition to which a number of community facilities are located in close proximity to the centre. The centre itself is located just off Humberstone Road, which is a busy arterial route that forms a physical barrier between the centre and locations to the east.

Status – Local Centre

Photos



Figure 1: The retail parade of units adjacent to St Matthew's Centre



Figure 2: Retail units on Malabar Road located to the south-west of St Matthew's Centre

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	2	22.2	6	9.1
Comparison	1	22.6	6	27.4
Retail Services	2	18.5	5	15.6
Leisure Services	0	11.1	3	24.5
Financial and Business Services	1	0.0	0	9.2
Vacant	3	25.9	7	13.9
TOTAL	9	100	27	100

<https://leicestercitycouncil-1>

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Post Office	1
Community Facilities	Nursery, St Matthew's Library and Sports Hall (Doctor surgery and two Places of Worship just beyond defined local centre boundary)	2

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Malabar Road is focused around a strong offer of community facilities, with ancillary retailers and services providing for the immediate community's day-to-day needs.
- There is a single ATM located within the local centre at the Post Office.

Uses

The convenience offer equates to 22.2% of all units in the centre, and includes six units. These operators include three convenience stores and a butcher. There is a relatively strong comparison offer of six units, including clothes shops, a mobile phone shop and a bookshop.

Malabar Road's service offer is more limited, with retail services equating to 18.5% and leisure services for 11.1 Operators are diverse and include hot-food takeaways, hairdressers, a laundrette, a Post Office and a petrol filling station. There are no financial and business services located within the local centre,

Vacancies

The proportion of vacant units in the local centre equates to 25.9% of all units. This represents an increase in the number of vacant units recorded at 2015, however it should be noted that this is partly a result of the centre's expanded boundaries. As such, when viewed as a proportion of units the vacancy rate has actually decreased from 33.3% at 2015 to 25.9% at 2021. Nonetheless, the vacancy rate is higher than the national average and is considered to represent cause for concern.

Pedestrian Flows

The centre appeared to be well used at the time of our visit, with the highest levels of activity observed along Madras Road and Malabar Road, which is considered the main retail frontage. Activity in the rest of the centre was notably lighter, with the lowest levels of activity observed to the north of the main parade and around the three units located in the rear courtyard/square to the north of the shopping area and at the junction of Malabar Road and Brunswick Street.

Accessibility

Due to the centre's proximity to residential areas and the relatively light levels of vehicular movement through it, Malabar Road benefits from a high standard of pedestrian accessibility. The area a number of pedestrianised areas that further improve accessibility. Car parking is more challenging, with a limited number of marked bays and on-street parking available within the centre. There is a bus stop to the immediate south of the local centre on Humberstone Road. Bus services 38, 38A, 53, 55, 56, 58, 58A and 747 provide frequent services to the City Centre, Nether Hall, Thurnby Lodge, Hamilton and Uppingham. Cycle facilities were observed in the centre outside St Matthew's Centre.

Perception of Safety

There is a considerable amount of pedestrian activity throughout the main retail areas of the local

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centre. This helps to improve the overall feeling of safety and security in the centre. However, areas of the centre with lower levels of activity generally feel less secure possibly by virtue of less natural and passive surveillance in these locations. In particular, the underpass between the units fronting onto Malabar Road and the units to the rear is poorly lit and lacks any natural surveillance and accordingly does not feel very safe or secure. According to the website UKCrimeStats, 907 crimes were reported within a mile radius of Malabar Road local centre in April 2021. This compares with 785 crimes reported in the same area in April 2020 and 1,153 in April 2019.

Environmental Quality

The centre has a generally poor environmental quality. The retail units on Madras Road and Brunswick Street are generally poorly maintained, and the centre's layout (as mentioned above) adds to an overall feeling of enclosure that reduces its legibility. Furthermore, the prominent vacant former car wash lends a negative aspect to the centre. Notwithstanding this, the retail units in the purpose built parade are generally of a higher standard and improve the centre's visual appearance. Areas of planting in the western part of the centre are also beneficial to its environmental quality.

Conclusion

Malabar Road offers a number of important community services alongside a range of retail and service operators that are considered likely to serve the day-to-day needs of the surrounding residential community. However, the vacancy rate does represent cause for concern despite it being lower as a proportion of units than that recorded at 2015. It is considered that investment to improve the centre's attractiveness as a destination, and to improve the overall appearance and perception of safety at Malabar Road, would be beneficial and should be considered.

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Marwood Road

Description

Marwood Road is one of the smallest local centres in Leicester, located approximately 2.5 kilometres to the north of the city centre in a predominately residential area. The centre is anchored by a strong convenience goods provision, underpinned by Nisa Local and Best One. The centre is relatively poorly maintained, and is not a particularly attractive destination.

Status – Local Centre

Photos



Figure 1: There is a reasonably sized, un-surfaced car park located in the east of the local centre.



Figure 2: The retail units within Marwood Road are reasonably maintained, however many lack an open frontage to pedestrianised areas

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	1	33.3	2	9.1
Comparison	1	0.0	0	27.4
Retail Services	1	33.3	2	15.6
Leisure Services	1	33.3	2	24.5
Financial and Business Services	1	0.0	0	9.2
Vacant	0	0.0	0	13.9
TOTAL	5	100	6	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Best-one, Nisa Local, Post Office	3
Community Facilities	Stocking Farm Youth and Community Centre (Place of Worship just beyond boundaries)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Marwood Road is anchored by two convenience stores, Best One and Nisa Local.
- Alongside these uses are a number of services uses, including a Post Office. There are a number of key community facilities within or in close proximity to the local centre.
- There is a single ATM in the local centre, located within the Nisa Local convenience store.

Uses

A third of units within the local centre are convenience uses, with these being two reasonably sized convenience stores operated by Best One and Nisa Local. Alongside these, there are two leisure operators and two retail service operators that equate for 66.6% of all operators in the local centre in total. These uses include a Post Office, a bar and a hot-food takeaway. There are no financial and business service operators located within the local centre.

Vacancies

As was the case in 2015, our survey recorded no vacant units at Marwood Road.

Pedestrian Flows

Reasonably strong pedestrian flows were observed at the time of our visit, partially due to the centre's proximity to Woodstock Primary Academy a high number of parents and school aged children were observed. As a result of this, a number of linked trips between the school and the Nisa Local were noted. Lower levels of activity were observed at the facilities in the east of the centre.

Accessibility

There is relatively plentiful car parking available at Marwood Road, with a limited number of parking bays located in front of the main retail parade itself and in front of Stocking Farm Post Office in an unmarked gravel area. Pedestrian accessibility from the surrounding residential areas is also straightforward, with footways lining both sides of Marwood Road.

The closest bus stops to the site are located on Marwood Road (100 metres to the west) and on Halifax Drive (immediately to the east) from which bus services 54 and 54A can be alighted. These services provide frequent access to the City Centre, Beaumont Leys and Goodwood. No cycle parking facilities were observed in the centre at the time of our visit.

Perception of Safety

The design of a number of the retail units is not considered conducive to a high perception of safety. A number of the retail units in the centre lack open frontages, which restrict views into the units or onto the street. This reduces the levels of natural or passive surveillance throughout the centre. Crime prevention measures were noted through the centre, including CCTV and barbed security fencing at the rear of premises. According to the website UKCrimeStats, 371 crimes were reported within a mile radius of Marwood Road local centre in April 2021. This compares with 342 crimes reported in the same area in April 2020 and 315 in April 2019.

Environmental Quality

Whilst the centre itself is set in a reasonably pleasant environment, with mature trees lining Marwood Road and the retail parade, the units themselves are generally poorly maintained. The Best One/Post Office unit is considered to be of particularly poor quality, reflecting negatively on the centre's visual appearance. The unsurfaced car park provides a particularly poor standard of environmental quality, and leads to haphazard car parking.

Conclusion

Marwood Road is relatively limited in scale, but nonetheless provides a strong range of convenience operators and services that are considered easily capable of serving the day-to-day needs of the local community. Despite there being a need for some investment to improve the appearance of the centre, Marwood Road is considered a vital and viable local centre.

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Melbourne Road

Description

Melbourne Road is a relatively small local centre, located within the inner city area, focused around a purpose built parade of units, and a number of community facilities. The centre is located approximately 700 metres to the east of the City Centre, and is set within an area of dense terraced housing.

Status – Local Centre

Photos



Figure 1: The centre comprises a small parade of units located around Melbourne Road and the adjacent car park.



Figure 2: Melbourne Road has features that exhibit efforts to 'brand' the centre, such as the arch over the entrance to the car park.

Table 1: Local Centre Unit Composition

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	4	50.0	4	9.1
Comparison	1	12.5	1	27.4
Retail Services	1	12.5	1	15.6
Leisure Services	0	12.5	1	24.5
Financial and Business Services	2	12.5	1	9.2
Vacant	0	0	0	13.9
TOTAL	8	100	8	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Post Office	1
Community Facilities	Highfields Library, Highfields Centre	2

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Melbourne Road has a particularly strong convenience goods offer; with half of all units being in such use.
- Within Melbourne Road local centre are a range of community facilities, including a library and community centre.
- There is a single ATM located in the local centre, at the Post Office.

Uses

There are four convenience operators in Melbourne Road, equating to half of all units. These operators include a foodstore, butchers, bakery and newsagents. Furthermore, on the opposite side of Melbourne Road, and to the immediate east of the local centre, is a greengrocer, Foodland Supermarket. There is a single comparison operator in the local centre, a pharmacy. There are two service operators in the local centre, a hot-food takeaway and a Post Office. These two units equate to a quarter of all operators in Melbourne Road. Since 2015, the Santander bank has closed.

Vacancies

As was the case in 2015, our survey recorded no vacant units at Melbourne Road.

Pedestrian Flows

Pedestrian activity was strongest around the Post Office on Melbourne Road, with reduced, but still considerable activity, observed around the Library and Highfields Centre. The lowest levels of activity were noted along the parade between the bakery and Highfields Library.

Accessibility

There is a small, free customer car park located in front of the retail parade. In addition to this, limited on-street car parking is available on the side streets leading away from the centre. Controlled pedestrian crossing points are located adjacent to the main retail parade of Melbourne Road, providing direct pedestrian access to the residential areas extending to the east of the local centre. A footpath between Highfields Library and Highfields Centre provides pedestrian access to the west of the centre. Although there are no public transport interchanges within the local centre, there are two bus stops located approximately 100 metres to the north and south of Melbourne Road. Bus service 17 can be alighted from these stops, with the service providing linkages to the City Centre.

Perception of Safety

Melbourne Road local centre is considered to be generally safe and secure by virtue of the number of people passing through the main shopping area and the footfall generated by the centre's community facilities. There is a high level of natural and passive surveillance by virtue of the open frontages of the retail units themselves. However, as the retail units are set at a lower level than the car park the retail frontage is overshadowed and has a reduced level of visibility from the car park. According to the website UKCrimeStats, 851 crimes were reported within a mile radius of Melbourne Road local centre in April 2021. This compares with 807 crimes reported in the same area in April 2020 and 1,107 in April 2019.

Environmental Quality

The environmental quality of the local centre is generally functional, is basic and in need of a little investment. The units themselves are generally well maintained, if not particularly attractive and the areas of public realm are in a reasonable state. Clear efforts have been made to create a strong sense of community in the local centre, evidenced by the wrought iron entry gateway over the car park entrance that reads 'St Peters Shops'. This, along with the trees that line Melbourne Road, provide an attractive visual aspect to the local centre.

Conclusion

Melbourne Road is focused around a strong provision of convenience operators and key community facilities. As such, it is considered that the local centre plays a crucial role in serving the day-to-day needs of the community, and despite the fact that the centre could benefit from some investment it is considered that Melbourne Road is a vital and viable centre.

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Nedham Street

Description

Nedham Street local centre is located within an area of dense residential housing, approximately 600 metres to the east of Leicester city centre. The centre, which is focused around the junction of Nedham Street, Hartington Road, Cecil Road and Melbourne Road, is located just to the west of Hartington Road local centre and functionally the two centres maintain a close relationship. The centre itself contains a number of independent operators focused on providing goods and services to the immediate community, alongside key community facilities including Masjid Usman.

Status – Local Centre

Photos



Figure 1: Nedham Street is a tight local centre within a densely populated inner city area to the east of the City Centre



Figure 2: The centre is focused around a major junction of Nedham Street, Hartington Road, Cecil Road and Melbourne Road.

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	14.3	2	9.1
Comparison	4	21.4	3	27.4
Retail Services	1	7.1	1	15.6
Leisure Services	6	57.1	8	24.5
Financial and Business Services	0	0.0	0	9.2

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Goal Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Vacant	0	0.0	0	13.9
TOTAL	14	100	14	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	Doctor surgery (Place of Worship located on the edge of the local centre)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Nedham Street is focused around a strong service provision, and a more limited range of convenience and comparison goods operators.
- Despite this, the centre is in practice considered to function closely with Hartington Road local centre to the east, which offers an expanded range of convenience operators.
- There is a single ATM located in the centre at the A-Z Convenience Store.

Uses

Over half of the units in the centre are leisure service uses, with these operators mainly consisting of hot-food takeaways and a betting office. There is a single retail operator within the centre, an optician, which equates to 7.1% of all units in the local centre. Convenience and comparison operators are less numerous, and equate for 14.3% and 21.4% of all units in the centre respectively. Operators include two convenience stores, a DIY store and a clothes store. There are no financial and business service operators at Nedham Street local centre.

Vacancies

As was the case in 2015, our survey recorded no vacant units at Nedham Street.

Pedestrian Flows

At the time of our visit, relatively light levels of pedestrian activity were observed within the local centre, with most of the activity that was observed occurring along Nedham Street and Melbourne Road. However, it should be noted that a number of uses, such as the adjacent Place of Worship, are likely to encourage considerable activity at other times and as such it would be reasonable to conclude that pedestrian flows within the centre are high at times.

Accessibility

The centre is located within an area of dense residential housing, and as such is easily accessible to the surrounding residential areas. There is a single controlled pedestrian crossing point in the local centre located just to the south of the junction with Hartington Road. Pedestrian accessibility is therefore considered high. There are cycle parking facilities located on Cecil Road and Melbourne Road.

Unlike many of the local centres in Leicester, Nedham Street lacks a significant amount of parking within the defined centre boundary. Despite this, on-street parking is available along the surrounding residential roads. Although there are no public transport interchanges within the local centre, there is a

bus stop located approximately 35 metres to the north of Nedham Street local centre. Bus service 17 can be alighted from these stops, with the service providing linkages to the City Centre.

Perception of Safety

The centre has a high perception of safety, and generally feels both safe and secure. The unit frontages are open and overlook the street, and the roads running through the centre provide a reasonable standard of natural surveillance. The centre's well-maintained appearance, lack of litter and slow moving traffic also improve the overall perception of safety, with the mini-roundabout and controlled traffic point acting as traffic calming measures that thereby improve pedestrian safety. According to the website UKCrimeStats, 852 crimes were reported within a mile radius of Nedham Street local centre in April 2021. This compares with 791 crimes reported in the same area in April 2020 and 1,114 in April 2019.

Environmental Quality

The centre is dominated by a key road junction, and as such, the number of vehicle movements through Nedham Street have the greatest impact on the centre's overall environmental quality. However, it is clear that effort and investment has been made to ensure that Nedham Street has a reasonably attractive appearance. Units are well maintained and modern, and the independent operators ensure a level of differentiation that improves the centre's visual amenity. Street trees and furniture further improve the centre's overall environmental quality.

Conclusion

Nedham Street local centre is underpinned by a strong provision of leisure services, mainly hot-food takeaways, alongside a number of key community facilities. The centre is located approximately 150 metres to the west of Hartington Road local centre and in practice a high level of pedestrian activity was observed between these two centres. This suggests that the two centres perform a close role in practice, and despite Nedham Street's relatively limited convenience and comparison provision, the local centre is considered both vital and viable.

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Netherhall Road

Description

Netherhall Road is a purpose built local centre situated in a large residential estate to the east of the Leicester urban area and approximately 4 kilometres from the City Centre. The retail offer is situated along a single parade set back from Netherhall Road, alongside a Medical Centre and a number of community uses located to the south of the local centre.

Status – Local Centre

Photos



Figure 1: The open greened spaces in front of the retail parade provide a positive aspect to the local centre



Figure 2: The lack of open retail frontages, as shown here, reduce the overall perception of safety at Netherhall Road

Table 1: Local Centre Unit Composition

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	1	8.3	1	9.1
Comparison	3	16.7	2	27.4
Retail Services	5	16.7	2	15.6
Leisure Services	2	25.0	3	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	2	33.3	4	13.9
TOTAL	13	100	12	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Betfred, Costcutter	2
Community Facilities	Medical Centre (Place of Worship and Community Centre located to the south of the centre)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- At the time of our visit, one in three units within Netherhall Road local centre were recorded as being vacant.
- The centre is anchored by a reasonably sized convenience store, operated by Costcutter. Alongside this are a range of service uses and community facilities, some of which are located beyond the defined centre boundary.
- There is a single ATM located within the centre at the Costcutter convenience store.

Uses

There is a single convenience use located within the local centre; the Costcutter convenience store, which is the single largest unit within the centre and equates to 8.3% of all units. The two comparison uses within the centre equate to 16.7% of all units. These are a pharmacy and a fishing supplies shop.

Service uses account for approximately two fifths of all units, with leisure operators equating to 25.0% and retail operators to 16.7%. These operators include a hot-food takeaway, café, betting office and a hairdresser.

Vacancies

At the time of our visit a total of four vacant units were recorded, equating to a vacancy rate of 33.3% of all units, well in excess of the current national average figure for vacant units. This figure represents an increase from the two vacant units recorded in 2015. The vacant units observed in 2021 are all located at the centre of the main retail parade.

Pedestrian Flows

During our visit, a reasonable level of pedestrian activity was noted along Netherhall Road and the shopping parade frontage, particularly around the Costcutter convenience store. Activity was also noted between the retail units and the adjacent Medical Centre.

Accessibility

The centre is considered to be easily accessible. There is a considerable amount of parking in marked bays along Netherhall Road and directly in front of the retail frontage. In addition to this there are two bus stops located in proximity to the local centre along Netherhall Road. From here bus service 38A and 58A provide frequent services to Leicester city centre and Thurnby Lodge. Pedestrian accessibility is also considered good, with staggered crossing points located on Netherhall Road providing easy access to residential areas to the north. No cycle parking facilities were recorded within the local centre.

Perception of Safety

The centre lacks open retail frontages, which consequently reduce the level of natural surveillance provided through the centre. However, the setback nature of the centre, and its pedestrianised layout, ensure that a high standard of pedestrian safety is maintained. Armadale Drive to the rear of the parade has a lesser perception of safety due to lower levels of activity and less natural surveillance. Crime prevention measures are apparent throughout the whole centre, and especially to the rear of the units. According to the website UKCrimeStats, 252 crimes were reported within a mile radius of

Netherhall Road local centre in April 2021. This compares with 255 crimes reported in the same area in April 2020 and 231 in April 2019.

Environmental Quality

The centre is considered to have a relatively poor standard of environmental quality. The level of vacancy in the centre, along with the closed frontages or metal shutters of most units reduce the levels of activity and visual amenity. Notwithstanding this, the open space to the front of the retail parade, including areas of grass and tree planting, is considered a positive feature for the centre's overall appearance.

Conclusion

Netherhall Road is underpinned by a reasonable convenience provision, which although limited in number is considered of a sufficient scale to support the day-to-day needs of the local community. Notwithstanding this, the centre is considered to lack the levels of surveillance and environmental quality observed in comparable local centres in the City, and despite reasonable levels of activity observed in the centre it is considered that Netherhall Road would benefit from investment that would improve the centre's appearance, and its attractiveness to inward investment.

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Queen's Road

Description

Queen's Road is a relatively large linear local centre located just over a kilometre to the south of the City Centre, in close proximity to Victoria Park and the University of Leicester. The surrounding streets are dominated by densely packed terraced houses. The centre itself is underpinned by a strong leisure service and comparison goods offer, with this offer being relatively unique for a local centre in Leicester. The retailers are generally independents. Queen's Road benefits from a strong standard of environmental quality and pedestrian activity.

Status – Local Centre

Photos



Figure 1: Social distancing measures, including pavement widening measures and planters, have improved the centre's usability and appearance



Figure 2: Queen's Road's retailers are generally independents and have a generally high standard of appearance

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	10	11.8	9	9.1
Comparison	18	21.1	16	27.4
Retail Services	10	14.5	11	15.6
Leisure Services	19	31.6	24	24.5
Financial and Business Services	8	9.2	7	9.2
Vacant	5	11.8	9	13.9

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Bargain Booze, Costa Coffee, Oxfam, Post Office, Sainsbury's Local, Subway, Well Pharmacy	7
Community Facilities	Place of Worship	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Queen's Road has a diverse retail and service offer, anchored by a reasonable range of convenience operators and leisure service operators.
- The vacancy rate, although higher than that recorded in 2015, is broadly in line with the current national average.
- There are three ATMs in the local centre, at Hesi Local, the Post Office and Sainsbury's Local.

Uses

There are nine convenience operators within the local centre, a figure that equates to 11.8% of all units in Queen's Road. These operators are diverse, but are anchored by Sainsbury's Local and Tesco Express. Alongside this is a reasonably strong range of comparison operators, 16 in total, which equate to 21.1% of all units within the centre.

Queen's Road has a particularly strong service offer, consisting of 24 leisure services (equating to 31.6% of all units) and 11 retail services (equating to 14.5% of all units). In addition to this is a reasonable range of financial and business service operators, with the seven operators equating to 9.2% of all units. The leisure service operators are particularly diverse, and include a number of restaurants, bars and cafés.

Vacancies

At the time of our visit a total of 9 vacant units were recorded. These units equate to 11.8% of all units in the local centre, and represent an increase in the five vacant units overserved in 2015. However, despite this increase in the overall vacancy rate the figure is broadly in line with the current national average and as such is not considered to provide cause for concern.

Pedestrian Flows

At the time of our visit, a considerable amount of pedestrian activity was observed throughout the local centre. Activity was strongest along Queen's Road itself, between Clarendon Park Road and Howard Road and towards the north of the centre. The levels of activity at bars and cafés observed during daylight hours is considered a positive reflection that these units also perform a strong role in supporting activity in the centre of an evening.

Accessibility

Queen's Road has a high standard of accessibility. The centre's pedestrian accessibility has been improved by the introduction of pavement-widening measures in the summer of 2020. It is understood that these measures, which have not prevented on-street parking nor public transport services, are currently being reviewed. Notwithstanding this, zebra and controlled crossing points are located throughout the centre and the overall standard of pedestrian accessibility is considered good.

Queen's Road is a main bus route into the city centre, and as such, there are bus stop located throughout the local centre. From these bus stops, services 44, 44A and 83 can be alighted which

provide frequent access to the City Centre, South Wigston, Wigston Magna and Aylestone. A number of Sheffield cycle stands were observed throughout the local centre. Car parking is more limited in the centre, but a number of parking bays line Queen's Road. These bays provide ample availability for car parking.

Perception of Safety

Due to the high levels of pedestrian activity noted above, the perception of safety at Queen's Road is high. The levels of street activity, including café culture and shopfront displays further add to the high levels of natural and passive surveillance in the centre. The implementation of pavement-widening measures in the summer of 2020 has further added to the centre's overall perception of safety. In addition to this, there were no signs of vandalism or crime observed throughout Queen's Road. According to the website UKCrimeStats, 470 crimes were reported within a mile radius of Queen's Road local centre in April 2021. This compares with 524 crimes reported in the same area in April 2020 and 498 in April 2019.

Environmental Quality

As noted above, the pavement-widening measures introduced in the centre in the summer of 2020 have provided for outdoor café seating and has added to an 'open' feel through the centre. This, along with a number of planters located through the centre, has further improved the centre's overall appearance and environmental quality that due to the well-maintained range of independent retailers was already high. The strongest environmental quality was noted to the north of Clarendon Park Road, where street trees and a well-maintained public realm compliment the tidy retail frontages. The environmental quality south of Clarendon Park Road is not necessarily poor, but it is considered less strong than in the rest of the centre partially by virtue of the units in this location, such as a vehicle repair garage.

Conclusion

Queen's Road is one of the larger local centres in Leicester, and as such, it accommodates a diverse range of operators underpinned by a strong leisure service and comparison goods provision. The centre is generally attractive, with the units and public realm being well maintained and pleasant. Overall, the centre is considered vital and viable despite a marginal increase in the number of vacant units since 2015.

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Saffron Lane Burnaston Road

Description

Saffron Lane/Burnaston Road is a moderately sized local centre situated in a suburban area approximately 3.5 kilometres to the south of Leicester city centre. It is located along a busy route just within the city’s outer ring road, and as such is relatively dominated by vehicle movements. Nonetheless, it is clear that the local centre accommodates a range of retailers and services that provide for the day-to-day needs of the local community.

Status – Local Centre

Photos



Figure 1: Iceland foodstore anchors the centre and is a key driver of trips into Saffron Lane/Burnaston Road



Figure 2: The retail units along Saffron Lane largely consist of buildings set back from the main carriageway

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	20.0	3	9.1
Comparison	5	20.0	3	27.4
Retail Services	3	13.3	2	15.6
Leisure Services	5	26.7	4	24.5
Financial and Business Services	0	6.7	1	9.2
Vacant	0	13.3	2	13.9

<https://leicestercitycouncil-1>

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
TOTAL	16	100	15	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Iceland, Post Office	2
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The centre is anchored by a strong convenience goods offer, including a moderately sized Iceland foodstore.
- Alongside this are a diverse range of service operators which are considered sufficient to serve the day-to-day needs of the local community.
- There is a single ATM located in Saffron Lane/Burnaston Road at the Post Office.

Uses

There are three convenience operators in Saffron Lane/Burnaston Road, a figure that equates to 20.0% of all operators. These operators include Iceland and a newsagent. Alongside this are three comparison operators, which include a tool shop and discount store. The range of comparison and convenience operators is considered a relative strength of the centre given its more limited size and proximity to other designated centres.

Service operators are diverse, with leisure services equating to 26.7% of all units, retail services to 13.3% and financial and business services to 6.7%.

Vacancies

There were two vacant units within the centre at the time of our visit, both of which were located along the main retail parade on Saffron Lane. These two units equate to 13.3% of all units within the local centre, a figure which is broadly similar to the current national average in respect of vacancies.

Pedestrian Flows

At the time of our visit, modest pedestrian flows were observed throughout the local centre, with the greatest levels of activity noted around Iceland and the Bread Basket sandwich shop. However, it was noted that the majority of visitors to the centre arrived by vehicle with relatively little activity noted between the centre and surrounding residential areas.

Accessibility

Saffron Lane/Burnaston Road benefits from a reasonable standard of accessibility. There is a bus stop located in the north of the centre, from which services 48, 48A, 86 and 88 Saffron can be alighted. These services provide frequent access into Leicester city centre. Vehicle car parking is also readily available, with off-road parking available along the pavement in front of the main retail parade and a considerable surface car park at the Iceland. There is also ample cycle parking in the centre, with

Sheffield stands located at the Post Office and Iceland. A controlled pedestrian crossing point is located adjacent to the retail parade on Saffron Lane.

Perception of Safety

The centre is considered to have a reasonable perception of safety. Although the centre is located along a major route the retail parade benefits from being considerably set back from the main vehicle carriageway. As such, the centre feels relatively safe for pedestrians. Furthermore, by virtue of this level of passing traffic and pedestrian activity the centre benefits from considerable levels of natural and passive surveillance, although the parked cars and trees that line Saffron Lane do obscure the retail parade for the main road. According to the website UKCrimeStats, 353 crimes were reported within a mile radius of Saffron Lane/Burnaston Road local centre in April 2021. This compares with 374 crimes reported in the same area in April 2020 and 437 in April 2019.

Environmental Quality

Although Saffron Road and the passing traffic do negatively influence the overall environmental quality of the centre, it is considered that Saffron Lane/Burnaston Road has an acceptable, although basic, appearance. The street trees that line the road improve the centre's setting and screen the passing traffic, and the retail units are generally well maintained. However, the large areas of paving and poor quality street furniture do detract from the overall environmental quality. It is considered that the centre could benefit from additional investment, perhaps through tactile paving, seasonal planters and clearly marked parking bays.

Conclusion

Saffron Lane/Burnaston Road is a relatively small centre, which, despite its size, benefits from a diverse range of retailers and services that are considered easily capable of providing for the day-to-day needs of the local community. Although it is considered that the local centre could benefit from investment, particularly around the public realm, the centre is considered both vital and viable.

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Saffron Lane Cavendish Road

Description

Saffron Lane/Cavendish Road is located approximately 2 kilometres to the south of Leicester city centre, just to the north of Aylestone Recreation Ground. The centre is surrounded by tightly packed residential streets along a busy route that links the city centre to areas in the south of the city.

Status – Local Centre

Photos



Figure 1: The centre is underpinned by a relatively diverse range of convenience goods operators



Figure 2: Retail units in the centre are primarily converted former residential terraced properties

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	29.2	7	9.1
Comparison	4	8.3	2	27.4
Retail Services	2	16.7	4	15.6
Leisure Services	6	29.2	7	24.5
Financial and Business Services	1	12.5	3	9.2
Vacant	1	4.2	1	13.9
TOTAL	19	100	24	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	Aylestone Leisure Centre	

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Saffron Lane/Cavendish Road is anchored by a strong convenience and leisure service provision.
- Service operators account for approximately 60% of all units in the local centre.
- There is a single ATM located in the local centre, located at Shopryt Convenience store

Uses

Convenience uses account for 29.2% of all units in Saffron Lane/Cavendish Road, with the offering being relatively diverse and underpinned by three foodstores. The comparison offer is more limited, with just 8.3% of all operators being such. The service offer equates for more than half of all operators in the local centre, with leisure services equating to 29.2%, retail services to 16.7% and financial and business services to 12.5%.

Vacancies

At the time of our visit a single vacant unit was recorded along the retail parade between Knighton Fields Road West and Aylestone Leisure Centre. This vacant unit equates to 4.2% of the centre's units, and is lower than the current national average in respect of vacant units. This level of vacancy also represents no change from that observed in 2015.

Pedestrian Flows

At the time of our visit relatively low levels of activity were observed throughout the local centre. The highest levels of activity were observed around the junction of Saffron Lane and Cavendish Road and the convenience stores located in this area.

Accessibility

Saffron Lane/Cavendish Road has a reasonable standard of accessibility, with Saffron Lane itself being a major public transport corridor. Because of this bus services are readily available, with bus stops located just beyond the defined local centre boundaries on Saffron Lane. From these stops, bus services 48, 48A, 86, 88 Saffron, 88A Saffron and 88E Saffron can be alighted. From these stops, regular services to Leicester, Wigston Magna, Eyres Monsell and Aylestone can be accessed. There are a number of cycle parking facilities in the local centre, including at Aylestone Leisure Centre and along Saffron Lane.

There is considerable on-street parking along Saffron Lane, in addition to a large surface level car park at Aylestone Leisure Centre. Controlled pedestrian crossing points along Saffron Lane ensure that pedestrian accessibility is good.

Perception of Safety

The local centre is considered to have a relatively high perception of safety, with the public areas benefiting from a reasonable standard of natural and passive surveillance. The lack of vacant units, and the generally well-maintained units, also improves this sense of safety and security. Saffron Lane, which

is a busy road, is somewhat removed from pedestrian areas and the retail frontage by parked cars and as such is not considered to negatively impact the centre's overall perception of safety. According to the website UKCrimeStats, 351 crimes were reported within a mile radius of Saffron Lane/Cavendish Road local centre in April 2021. This compares with 370 crimes reported in the same area in April 2020 and 380 in April 2019.

Environmental Quality

Saffron Lane/Cavendish Road is considered an attractive and pleasant centre with a reasonable standard of environmental quality, partially by virtue of its location in close proximity to the Aylestone Recreation Ground and the tree lined corridor at the junction of Saffron Lane and Knighton Lane East. The retail units are well maintained, and the low level of vacant units improves the centre's overall vitality and vibrancy. Public areas in the local centre are generally well maintained, although the number of parked vehicles within the centre increase the 'cluttered' feel and lend a negative aspect to the Saffron Lane/Cavendish Road.

Conclusion

Since the 2015 survey, the vacancy rate at Saffron Lane/Cavendish Street has remained constant and is reflective of a centre that is considered to be vibrant and key to serving the needs of the local community. The centre's strong convenience and service provision is reflective of comparable centres, and the diversity of it is such that Saffron Lane/Cavendish Road is both vital and viable.

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Saffron Lane Duncan Road

Description

Located approximately 3 kilometres to the south of Leicester city centre, Saffron Lane/Duncan Road is a moderately sized centre focused around a strong range of convenience goods operators. The local centre comprises a retail parade alongside a petrol filling station situated within a suburban residential area.

Status – Local Centre

Photos



Figure 1: The Duncan Road Social Club/Saffron Lane Estate Working Men's Club & Institute has limited activity during the day



Figure 2: The retail units in Saffron Lane/Duncan Road are set back from the main road carriageway

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	5	31.8	7	9.1
Comparison	3	4.5	1	27.4
Retail Services	4	27.3	6	15.6
Leisure Services	5	27.3	6	24.5
Financial and Business Services	0	4.5	1	9.2
Vacant	1	4.5	1	13.9
TOTAL	18	100	22	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	BP, Heron Food, Spar, Tesco Express, William Hill	5
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Saffron Lane/Duncan Road has a greater range of national retailers than comparable centres, and is anchored by Tesco Express and Heron Foods.
- There is a single ATM located within Saffron Lane/Duncan Road at the BP petrol filling station.

Uses

There are seven convenience operators in the local centre, equating for 31.8% of all units in the local centre. These are anchored by Tesco Express, Heron Food and Spar. The comparison goods offer is relatively limited, equating to just 4.5% of all units. Leisure and retail services account for 27.3% of all units respectively, and the operators of these are considered to be diverse. There is also a Subway concession located within the Spar convenience store. Financial and business services equate to 4.5% of all operators.

Vacancies

The vacancy rate recorded at 2021 remains the same as that at 2015; and this vacancy rate equates to 4.5% of all units in the centre. This figure is considerable lower than the current national average for vacancies.

Pedestrian Flows

Relatively high levels of pedestrian activity were observed throughout the local centre at the time of our visit, with the highest concentration of this activity noted around Tesco Express/Heron Food and the BP petrol filling station. Reasonable levels of activity were observed between the local centre and surrounding residential areas, particularly areas to the east of Saffron Lane/Duncan Road.

Accessibility

The local centre benefits from a reasonable standard of accessibility. There is a bus stop located in the centre of Saffron Lane/Duncan Road, from which services 48, 48A, 86, 88 Saffron, 88A Saffron and 88E Saffron can be alighted. These services provide frequent access into Leicester city centre, Eyres Monsell and Wigston Magna.

Vehicle car parking is also readily available, with off-road parking available along the pavement in front of the main retail parade along Saffron Lane. Additional car parking is available at the Spar convenience store and on residential side streets. There are cycle parking facilities located at the Tesco Express. Controlled pedestrian crossing points are located adjacent to the retail parade on Saffron Lane.

Perception of Safety

A number of the retail units within the centre lack open frontages, which reduce the overall levels of natural and passive surveillance within the centre. However, the volume of passing vehicles does

improve the overall perception of safety despite the parked vehicles along the retail frontage obscuring the view from the road. Saffron Lane is also considerably set back from the retail parade, and by virtue of the parked cars that line the centre and wide footways the perception of pedestrian safety is also considered good. According to the website UKCrimeStats, 361 crimes were reported within a mile radius of Saffron Lane/Duncan Road local centre in April 2021. This compares with 392 crimes reported in the same area in April 2020 and 417 in April 2019.

Environmental Quality

The public areas in Saffron Lane/Duncan Road are generally of a poor quality and consist of large areas of paving. This reduces the centre's overall attractiveness, and alongside the relatively closed retail frontages of a number of units adds to an overall uninviting appearance. Although the centre is located close to a major road, by virtue of the considerable setback distance this is not considered to negatively affect the centre's environmental quality. However, it is clear that the local centre could benefit from investment in order to improve its overall appearance.

Conclusion

Saffron Lane/Duncan Road has a relatively strong and diverse range of goods and services in comparison to its size, and benefits from high levels of activity that result in an overall feeling of vibrancy despite the potential that exists for investment to improve the appearance of the local centre. Given the diverse range of operators, the low level of vacancy that has remained unchanged from 2015 and the overall levels of activity, it is considered that Saffron Lane/Duncan Road is a vital and viable centre.

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Saint Saviours Road (West)

Description

Saint Saviours Road (West) is located approximately 1.5 kilometres to the east of the city centre and is situated in a mixed residential/commercial area. The local centre is located less than 100 metres to the east of East Park Road (North) and in practice, the two centres offer a range of complimentary retailers and services. The local centre provides a strong range of convenience and comparison operators, alongside a diverse range of services and community facilities.

Status – Local Centre

Photos



Figure 1: Frozen World supermarket anchors the centre's relatively strong convenience goods provision



Figure 2: Saint Saviours Road (West) is a linear centre, consisting largely of converted former terraced properties. As such, car parking within the centre is of limited availability

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	8	29.7	11	9.1
Comparison	10	35.1	13	27.4
Retail Services	7	5.4	2	15.6
Leisure Services	6	21.6	8	24.5
Financial and Business Services	3	5.4	2	9.2
Vacant	1	2.7	1	13.9
TOTAL	35	100	37	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Londis (including Post Office concession)	1
Community Facilities	Usmani Mosque	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Saint Saviours Road (West) is underpinned by a diverse range of convenience and comparison operators.
- The centre has a more limited service offer than at comparable local centres, possibly as a result of its proximity to East Park Road (North) and Green Lane Road local centres.
- There are no ATMs located within the defined local centre boundary.

Uses

There are 11 convenience operators located in the local centre, equating to 29.7% of all operators in the centre. Frozen World supermarket is considered to anchor the centre. Comparison operators equate to 35.1% of all units in the local centre, a figure that is higher than the current national average but also higher than figures for comparable local centres.

The centre has a more limited service offer, with leisure services accounting for 21.6% of all units and retail services and financial and business services accounting for 5.4%.

Vacancies

At the time of our visit a single vacant unit was recorded, which equates to a vacancy rate of 2.7%. Since 2015 the vacancy rate has remained unchanged.

Pedestrian Flows

At the time of our visit a relatively high level of pedestrian activity was observed throughout all of the local centre. However, the greatest concentrations of activity were observed around the Usmani Mosque and Frozen World. Considerable activity was also observed between the local centre and East Park Road (North) approximately 100 metres to the east. This activity suggests that a number of linked trips occur between the two centres. Pedestrian movements are somewhat restricted by the volume of traffic that moves through the centre, particularly at the junction of Saint Saviours Road (West)/Dorothy Road/ Kitchener Road.

Accessibility

Saint Saviours Road (West) is situated in a densely populated residential area and as such benefits from a high standard of accessibility. Public transport is available from locations surrounding the local centre, with bus routes 16, 54 and 54A providing frequent access to Leicester city centre, Beaumont Leys and Goodwood from East Park Road and approximately 150 metres to the east of the centre on Saint Saviours Road (West). Pedestrian accessibility is considered acceptable, with the slow moving traffic not inhibiting movement greatly despite the lack of any controlled crossing points in the local centre. Although vehicular accessibility is average, with the limited availability of on-street car parking along Saint Saviours Road (West) reducing the overall accessibility. No cycle parking facilities were observed within the local centre.

Perception of Safety

The centre is densely built along Saint Saviours Road (West), and as such, the retail units are only separated from the carriageway by a narrow pedestrian footpath and any parked cars that line the road. As such, the centre feels as though it is dominated by vehicles and vehicular movements, although the slow moving nature of this traffic does improve the perception of pedestrian safety somewhat. However, the centre benefits from considerable pedestrian activity and by virtue of this is considered to have a high standard of passive and natural surveillance. It is considered that the perception of safety could be improved from standardisation of parking opportunities in the centre. According to the website UKCrimeStats, 561 crimes were reported within a mile radius of Saint Saviours Road (West) local centre in April 2021. This compares with 551 crimes reported in the same area in April 2020 and 590 in April 2019.

Environmental Quality

The centre's overall vibrancy, and the well-maintained nature of many of the retail units, ensure that Saint Saviours Road (West) has a generally acceptable standard of environmental quality. Furthermore, the centre's proximity to Spinney Hill Park is considered a positive influence on the centre's overall environmental quality. However, a number of units and the overall public realm is considered to be of a poorer quality and could benefit from investment. Indeed, considerable amounts of street clutter (shop displays, wheelie bins) and litter were observed in the centre.

Conclusion

Saint Saviours Road (West) is a moderately sized local centre, focused around a strong convenience and comparison offer that is considered suitable to serve the day-to-day needs of the local community alongside providing a range of specialist retailers that are considered likely to draw from a wider catchment. The centre is relatively well maintained, and benefits from a general level of vibrancy that provides a pleasant retail environment. As such, the local centre is considered both vital and viable.

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Saint Stephen's Road

Description

Situated in a residential inner city area located approximately 1 kilometre to the east of the city centre, Saint Stephens' Road is divided into two distinct areas and is focused around a reasonable level of provision that is considered capable of supporting the day-to-day needs of the local community.

Status – Local Centre

Photos



Figure 1: The southern part of the local centre is tightly built along Evington Road, which increases the feeling of enclosure in this location



Figure 2: Saint Stephen's Road is focused around a relatively strong convenience goods and service provision

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	7	26.8	11	9.1
Comparison	5	14.6	6	27.4
Retail Services	3	19.5	8	15.6
Leisure Services	4	22.0	9	24.5
Financial and Business Services	1	4.9	2	9.2
Vacant	0	12.2	5	13.9
TOTAL	20	100	41	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	Community centre	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Saint Stephen's Road is relatively limited in size, but nonetheless provides a reasonable range of retail and service operators that are considered able to serve the day-to-day needs of the local community.
- There are no ATMs located within the defined local centre boundary since the closure of the Barclays Bank.

Uses

Saint Stephens' Road is underpinned by a strong convenience goods offer, with the 11 units in the local centre equating to 26.8% of all units. The comparison goods offer is less than the current national average, although the six comparison operators equate to 14.6% of all units. Services units are relatively diverse, with leisure services accounting for 22.0% of all units, retail services for 19.5% and financial and business services for 4.9%.

Vacancies

Since the 2015, the vacancy rate has increased by five units, a figure which equates to 12.2% of all units in the local centre. This increase should be seen in the context of the overall increase in the number of units in Saint Stephen's Road, which were the same boundaries used at 2015 would have included three vacant units. The overall vacancy rate in the centre includes the recently vacated former Barclays Bank at the junction of Saint Stephen's Road and Evington Road. The current vacancy rate is broadly in line with the current national average, and as such is not considered to provide cause for concern.

Pedestrian Flows

At the time of our visit, a relatively light level of activity was observed throughout the local centre, with the greatest levels of activity noted along Saint Stephen's Road. The levels of activity on Evington Road were considerably lighter, perhaps reflective of the more limited convenience goods offer in this location and the generally less inviting retail environment and a higher concentration of vacant units.

Accessibility

Saint Stephen's Road has a high standard of accessibility. Pedestrian accessibility is generally good in the local centre, with raised crossing points and a Zebra crossing located along Saint Stephen's Road. There are two controlled crossing points at either end of the centre along Evington Road.

Public transport links from Saint Stephen's Road are considered to be good. Bus services 22, 22A, 22B, 22C, 54, 54A and 81 can be alighted from stops along Evington Road and provide frequent services to the City Centre, Beaumont Leys, Goodwood and Birstall. On-street vehicle parking is prohibited on Evington Road by virtue of the narrow road carriageway and there is limited pay-and-display on-street parking along Saint Stephen's Road. There are no cycle parking facilities located in the local centre.

Perception of Safety

The local centre has a reasonable level of activity, with the strongest levels of safety and security along Saint Stephen's Road by virtue of the higher levels of pedestrian activity and more open retail units in

this location. The perception of safety on Evington Road is considered to be lower, primarily due to the sense of enclosure and the proximity of the retail units to the carriageway of Evington Road.

According to the website UKCrimeStats, 726 crimes were reported within a mile radius of Saint Stephen's Road local centre in April 2021. This compares with 742 crimes reported in the same area in April 2020 and 871 in April 2019.

Environmental Quality

The environmental quality of the local centre is reasonable, with the units themselves being architectural attractive and the centre benefiting from areas of greenery and tree planting. These features improve the centre's appearance and character. The levels of activity and vibrancy along Saint Stephen's Road provide for a reasonable standard of environmental quality in the northern part of the local centre. This contrasts to the lower levels of environmental quality along Evington Road due to this location's close proximity to the main road and the limited space between the carriageway and the frontage of the retail units.

Conclusion

Saint Stephens' Road has a relatively strong range of operators to provide for the day-to-day needs of the local community. However, since 2015 the Barclays Bank has closed and the vacancy rate has increased. This increase is considered to be worthy of continual monitoring for any future changes that may suggest a further decrease in the centre's overall vibrancy. Nonetheless, with a current vacancy rate broadly similar to the current national average it is considered that the centre is vital and viable.

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Sandhills Avenue

Description

Sandhills Avenue is a modern, purpose built local centre located on the Hamilton residential estate approximately 4.5 kilometres to the north-east of the city centre. The retail parade comprises ground floor retail units with a mix of three and four storey apartments above and is set back from Sandhills Avenue with a large surface level car park and landscaped areas in front of the main parade.

Status – Local Centre

Photos



Figure 1: Sandhills Avenue is surrounded by neat and attractive areas of landscaping



Figure 2: The local centre comprises ground floor retail uses and residential apartments above

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	2	25.0	2	9.1
Comparison	2	12.5	1	27.4
Retail Services	2	12.5	1	15.6
Leisure Services	1	25.0	2	24.5
Financial and Business Services	0	12.5	1	9.2
Vacant	1	12.5	1	13.9
TOTAL	8	100	8	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Post Office, Sainsbury's Local	2
Community Facilities	Nursery	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Sandhills Avenue is a relatively small local centre that serves a modern residential estate. It is anchored by Sainsbury's Local, which sits alongside a range of other operators that provide for the day-to-day needs of the community.
- There is a single ATM located within the local centre; at the Sainsbury's Local.

Uses

Convenience operators equate to 25.0% of all units, and this offer consists of Sainsbury's Local and a smaller greengrocer. Alongside this is a single comparison operator, a pharmacy, which equates to 12.5% of all units. There is a single retail service operator, two leisure service operators and a financial and business service operator. As such, service operators equate to 50.0% of all units in the local centre.

Vacancies

The vacancy rate recorded at 2021 remains the same as that at 2015; this is the former Sue Ryder charity shop. This vacant unit equates to 12.5% of all units, a figure that is broadly in line with the current national average. This figure is not considered to represent cause for concern.

Pedestrian Flows

Relatively light levels of pedestrian activity were observed around the local centre at the time of our visit, with the greatest concentration noted around the Sainsbury's Local. However, the centre's proximity to a primary school and two nurseries results in a number of linked trips occurring around the beginning and end of the school day.

Accessibility

Sandhills Avenue local centre benefits from a high level of accessibility by virtue of its location within an established residential area. It is easily accessible for pedestrians, with footpaths linking the centre to surrounding residential areas. The closest bus stop to the local centre is located approximately 130 metres to the south on Sandhills Avenue. From here, bus services 40, 58A and 1005 can be alighted and provide frequent services to the City Centre, Crown Hills and Glenfield. There is a considerable amount of vehicular parking available in front of the local centre which is available to customers.

Perception of Safety

The modern, open nature of the local centre provides for a high perception of safety. The frontage of the retail units are overlooked from within, from the car park and the adjacent residential properties thereby ensuring that a high standard of natural and passive surveillance is achieved. According to the website UKCrimeStats, 151 crimes were reported within a mile radius of Sandhills Avenue local centre in April 2021. This compares with 177 crimes reported in the same area in April 2020 and 150 in April 2019.

Environmental Quality

Sandhills Avenue is considered to have a high standard of environmental quality, with the areas of

public realm being attractive and well maintained. This also applies to the retail units, all of which are modern and of a high quality. The centre is surrounded by neat landscaped areas that are overlooked and open, which provide a welcoming and attractive retail environment.

Conclusion

Sandhills Avenue is anchored by Sainsbury's Local, alongside which is a range of operators and services that provide for the day-to-day needs of the local community. The centre is pleasant and is an inviting retail environment that benefits from an overall vibrancy that is considered reflective of a vital and viable centre.

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Sparkenhoe Street

Description

Status – Local Centre

Photos



Figure 1: Sparkenhoe Street is a key vehicle route linking the city centre with inner city residential areas



Figure 2: The local centre is underpinned by a strong convenience offer alongside a range of specialist retail uses

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	6	35.7	5	9.1
Comparison	4	28.6	4	27.4
Retail Services	1	21.4	3	15.6
Leisure Services	1	14.3	2	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	1	0.0	0	13.9
TOTAL	13	100	14	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
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Community Facilities	None (Community Centre, St Peter's Health Centre and Sparkenhoe Primary School located just beyond boundary)	-
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Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Sparkenhoe Street is focused around a strong convenience goods offer and a relatively high number of comparison operators, many of which provide specialist goods.
- There is not an ATM located within the local centre.

Uses

Convenience uses equate to 35.7% of all units in the local centre, with these being underpinned by two foodstores. The centre has one of the more diverse range of comparison goods operators, with these uses equating to 28.6% of all operators. Operators include a furniture store, bathroom store and diving equipment/surf shop. Retail service operators equate to 21.4% of all units, and leisure services equate to 14.3%.

Vacancies

Our survey recorded no vacant units at Sparkenhoe Street, which represents a decline on the single vacant unit recorded at 2015.

Pedestrian Flows

At the time of our visit, relatively limited levels of pedestrian activity were observed throughout the local centre. However, the activity that was observed was strongest around the convenience operators within the local centre and Sparkenhoe Primary School just beyond the defined boundary. A number of linked trips were observed between the community facilities beyond the local centre and the facilities within the local centre. The lowest levels of activity were observed along Sparkenhoe Street around the junction of Saxby Street.

Accessibility

The local centre has a reasonable standard of accessibility. Sparkenhoe Street is well served by public transport, with the closest bus stop to the local centre being located 75 metres to the north of the local centre at Lincoln Street. From here, bus services 16 and 17 can be alighted which provide frequent services to the City Centre and Crown Hills. Pedestrian accessibility is reasonably good, with crossing points located along Sparkenhoe Street. The residential side streets also benefit from a high standard of accessibility. No cycle parking facilities were observed within the local centre.

Perception of Safety

The retail units along Sparkenhoe Street generally have closed frontages, which reduces the overall levels of surveillance in the local centre somewhat. However, the volume of passing traffic and pedestrian activity, although light, ensure that reasonable levels of natural and passive surveillance are obtained throughout the local centre. As such, Sparkenhoe Street generally feels safe and secure. According to the website UKCrimeStats, 920 crimes were reported within a mile radius of Sparkenhoe Street local centre in April 2021. This compares with 865 crimes reported in the same area in April 2020 and 1,221 in April 2019.

Environmental Quality

The centre has a reasonable, but largely functional standard of environmental quality in that there are no particularly outstanding features to affect the overall appearance of Sparkenhoe Street. The units are generally well maintained throughout the centre, and the planting at Sparkenhoe Primary School, which is visible throughout the centre, provides a positive impression and improve the centre's overall appearance. Although the centre is dominated by Sparkenhoe Street and the traffic that flows along it, this is reasonably light and slow moving and so does not overly impact the centre. In general, Sparkenhoe Street has a moderate level of environmental quality.

Conclusion

Sparkenhoe Street has a diverse range of operators, including a number of more specialist comparison goods operators that are considered likely to draw from a relatively wide catchment. By virtue of this, it is considered that Sparkenhoe Street is a vital and viable local centre.

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Swinford Avenue

Description

Swinford Avenue local centre is located approximately 5 kilometres to the south of Leicester city centre between the Glen Parva and Eyres Monsell residential areas. Although the centre is relatively small in terms of unit numbers, Swinford Avenue provides a strong range of retail and services uses that are considered easily capable of providing for the day-to-day needs of the surrounding residential community.

Status - Local Centre

Photos



Figure 1: The retail units along Swinford Avenue are relatively small, purpose built single storey units



Figure 2: The centre is anchored by a moderately sized Co-operative Foodstore

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	2	25.0	2	9.1
Comparison	2	12.5	1	27.4
Retail Services	4	12.5	1	15.6
Leisure Services	0	37.5	3	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	0	12.5	1	13.9
TOTAL	8	100	8	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Co-operative Foodstore	1
Community Facilities	None (Rolleston Primary School, Eyres Monsell & Gilmorton Children's Centre and Hillsborough Road Recreation Ground located beyond local centre boundaries)	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The local centre comprises a moderately sized Co-operative Foodstore alongside a public house and six smaller retail units.
- There is a single ATM located within the local centre; at the Co-operative Foodstore.

Uses

There are two convenience operators at Swinford Avenue; the Co-operative Foodstore (which anchors the centre) and a smaller newsagent. These units equate to 25.0% of all units in the local centre. There is a single comparison operator, a pharmacy, which equates to 12.5% of all units. Half of all units in the local centre are services, with 37.5% being leisure services, (this comprises two hot-food takeaways and a public house) and 12.5% being retail services (a hairdresser).

Vacancies

Our survey recorded a single vacancy, the southernmost retail unit on Swinford Avenue. This unit equates to an overall vacancy rate of 12.5% and represents an increase in the vacancy rate observed at 2015, when no units were recorded as vacant. This figure is broadly similar to the current national average and is not considered to represent cause for concern.

Pedestrian Flows

There were reasonable levels of pedestrian activity observed throughout the local centre at the time of our visit. However, the greatest levels of activity were observed around the Co-operative Foodstore, with limited but consistent numbers of linked trips being observed between the foodstore and the other retail units on Swinford Avenue. Little pedestrian activity was observed along Hillsborough Road and Swinford Avenue, suggesting that most visitors arrive to the centre by private vehicle.

Accessibility

Swinford Avenue benefits from a high standard of accessibility. There is a large, free surface level car park in front of the Co-operative Foodstore accessible from Hillsborough Road and Swinford Avenue. In addition to this there is on-street parking within marked bays on Swinford Avenue.

Public transport is readily accessible from the local centre, with the closest bus stop to Swinford Avenue being located approximately 70 metres to the west of the local centre on Hillsborough Road. From here, bus services 86, 87, 88 Saffron and 88E Saffron can be alighted. These services provide frequent access to Eyres Monsell, where services to the city centre and other destinations can be accessed. No cycle parking facilities were noted in the local centre.

Perception of Safety

The perception of safety at Swinford Avenue is mixed, with the area around the Co-operative Foodstore and Hillsborough Avenue benefiting from considerable natural and passive surveillance by virtue of the higher levels of activity in this location. The retail units on Swinford Avenue, with generally

lower levels of activity and limited surveillance, feel somewhat less safe and secure. According to the website UKCrimeStats, 290 crimes were reported within a mile radius of Swinford Avenue local centre in April 2021. This compares with 275 crimes reported in the same area in April 2020 and 331 in April 2019.

Environmental Quality

Swinford Avenue has a mixed standard of environmental quality, with the area fronting Loughborough Road benefiting from the landscaping and tree-lined borders in this location. The adjacent recreation ground also provides a positive aspect to the centre. This contrasts with the units along Swinford Avenue which lack character and any features of landscaping which may help improve the area's appearance.

Conclusion

Swinford Avenue has a strong offer, focused around a Co-operative Foodstore, and is a generally appealing local centre. Although it is considered that the area along Swinford Avenue could benefit from investment to improve the character and appearance of this area. Notwithstanding this, the centre is considered both vital and viable.

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The Exchange

Description

Located approximately 4 kilometres to the south of Leicester city centre in the Eyres Monsell estate, The Exchange is a relatively modern retail centre that has been born through the regeneration of the former retail parade in the mid-2010's. Since the 2015 survey the remaining retail parade has been demolished and an application for the erection of a new retail unit and associated first floor offices (ref. 20170242) was approved in June 2017. This application is subject to an as yet undetermined certificate of lawful existing development application (ref. 20210160).

This investment has resulted in a centre with a clean, modern feel and a range of units that are considered sufficient to meet the needs of the community.

Status – Local Centre

Photos



Figure 1: The site of the former retail parade, now subject to an undetermined certificate of lawful existing development application



Figure 2: Retail units on Sturdee Road

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	16.7	1	9.1
Comparison	1	33.3	2	27.4
Retail Services	0	0.0	0	15.6
Leisure Services	0	50.0	3	24.5
Financial and Business Services	1	0.0	0	9.2

Goad Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Vacant	5	0.0	0	13.9
TOTAL	10	100	6	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Barnardos, Betfred, Co-operative Food, Well Pharmacy	4
Community Facilities	Medical centre (Pasley Road and The Hedges Medical Centre, two places of worship and a youth club are located to the east of the local centre and a community centre is located to the south)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The Exchange local centre is one of the smaller local centres, and as such its provision of retailers and services is relatively limited. Despite this, it is anchored by a Co-operative Food store and an adequate range of service operators.
- The centre itself is located adjacent to a wide range of community facilities, including a Medical Centre, that are considered likely to drive a number of linked trips.
- There is a single ATM in the local centre, at the entrance to the Co-operative Food store.

Uses

Despite convenience operators only equating to 16.7% of operators within the local centre, The Exchange is clearly anchored by the Co-operative Food with this constituting the largest single unit in the centre. Alongside two comparison operators, Well Pharmacy and Barnardos, the retail offer is considered sufficient to serve the day-to-day needs of the community.

Half of the operators in the local centre are classified as leisure services, with these including a Betfred and two hot-food takeaways. There are no retail or financial and business services in the centre. Although since the 2015 survey and the demolition of the remaining retail parade the centre has lost its former Post Office, it is noted that application ref. 20170242 was to provide a unit suitable for a future new Post Office. Whilst this unit has yet to be completed, it does present a location in which such a use could locate in the future. Additionally, the Eyres Monsell Club is located to the immediate north of the centre on Little John Road.

Vacancies

At the time of our visit no vacant units were observed within the local centre. This contrasts with the 5 vacant units that were recorded as vacant at 2015 (equating to half of all units at that time). This substantial decrease in vacant units is largely explained by the demolition of the remaining half of The Exchange retail parade since that time and the modern, new retail units on Sturdee Road that provide attractive units for prospective retailers.

Pedestrian Flows

At the time of our visit relatively low levels of activity were observed throughout the centre, with the majority of users arriving by car and visiting the Co-operative Food store. Whilst a limited number of linked trips were observed, it was clear that the Co-operative Food store was the primary anchor for the centre and the dominant reason why people were likely to visit.

Accessibility

Accessibility to The Exchange is considered good. There are a number of bus stops in close proximity to the site, including on Sturdee Road and on Hillsborough Road to the south. From these stops a number of services, including routes 40, 86 and 87, provide access to Glenfield and Leicester city centre. There are also a number of Sheffield bike stands located within the centre. A large amount of free, surface-level car parking is provided in front of the retail units on Sturdee Road, in addition to which there is on-street parking available within marked bays along Sturdee Road. Whilst pedestrian accessibility is considered to be good, the lack of controlled crossing points along Sturdee Road does present a challenge to movement particularly to the Exchange Play Park to the south.

Perception of Safety

As a modern, purpose built local centre the overall perception of safety at The Exchange is relatively high. The retail units on Sturdee Road overlook the main areas of activity in the local centre and all pedestrian areas are relatively segregated from vehicle movements. The overall perception of safety could be improved, particularly for pedestrians, by the installation of a controlled crossing point on Sturdee Road. According to the website UKCrimeStats, 330 crimes were reported within a mile radius of The Exchange local centre in April 2021. This compares with 352 crimes reported in the same area in April 2020 and 407 in April 2019.

Environmental Quality

The environmental quality is high at The Exchange by virtue of the modern and relatively new retail units within the centre. Areas of planting and public spaces are well maintained, and there are plentiful bins resulting in litter obvious litter. However, the adjacent development site, which is located between the main parade of units and the medical centre, does detract somewhat from the overall quality although this will be lessened in due course once the planned development is undertaken.

Conclusion

The Exchange has benefited from considerable investment in recent years, and this has resulted in a pleasant and vibrant local centre that is considered capable of meeting the day-to-day needs of the local community. The additional planned investment is also indicative of the strength and appeal of the local centre, and as such The Exchange is considered to be vital and viable.

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Thurncourt Road

Description

Thurncourt Road local centre is located at the eastern edge of the Leicester urban area, approximately 4.5 kilometres from the city centre. The local centre comprises a purpose built retail parade, situated below a two-storey residential block on the upper floors. The centre is anchored by a moderately sized convenience store alongside a Community Centre.

Status – Local Centre

Photos



Figure 1: The retail parade is considerably set back from Thurncourt Road, and comprises ground floor retail with residential uses above



Figure 2: Thurnby Lodge Community Centre is located at the western edge of the local centre.

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	4	16.7	2	9.1
Comparison	0	0.0	0	27.4
Retail Services	4	33.3	4	15.6
Leisure Services	3	33.3	4	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	0	16.7	2	13.9
TOTAL	11	100	12	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Betfred, Co-operative Food (Post Office concession located within Co-operative Food)	2
Community Facilities	Community Centre	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Co-operative Foodstore is the key anchor use in the local centre, alongside a community centre located in the west of the centre boundary.
- Alongside these anchor uses are a limited range of mainly service uses.
- There is a single ATM in the local centre, located at the Co-operative Food store.

Uses

Convenience uses in the local centre, which are considered to be anchored by Co-operative Food, account for 16.7% of all operators in the local centre. Alongside the foodstore is a smaller greengrocer. Service uses account for around two thirds of all units, with leisure services and retail services equating to 33.3% respectively. To the west of the defined local centre boundary is The Stirrup Cup public house and Thurnby Lodge car wash. There are no comparison or financial and business service operators in Thurncourt Road local centre.

Vacancies

Our survey recorded two vacant units within the local centre, located at either end of the main retail parade. These two vacant units equate to 16.7% of all units in the local centre,

Pedestrian Flows

Pedestrian activity at the time of our visit was relatively healthy, with the greatest levels of activity being observed around the Co-operative Food store. The strongest pedestrian flows in the centre were observed along the retail parade between the Co-operative Food store and Bowhill Grove, with lower levels of activity observed between the local centre and features extending to the west, including the Community Centre and The Stirrup Cup public house.

Accessibility

Thurncourt Road local centre is considered to have a high standard of accessibility. There is a bus stop located in the local centre, adjacent to Thurnby Lodge Community Centre. From here, bus services 38A, 40 and 53 can be alighted with these services providing frequent access to Leicester, Nether Hall, Glenfield and Crown Hills. There are no cycle parking facilities within Thurncourt Road local centre. There are a considerable amount of on-street parking available in marked bays along Thurncourt Road in front of the main retail parade. Pedestrian accessibility is considered good, with pedestrian crossing islands located along Thurncourt Road.

Perception of Safety

The local centre feels safe and secure. The levels of activity and general openness associated with the local centre ensure that there are high levels of both natural and passive surveillance. According to the website UKCrimeStats, 260 crimes were reported within a mile radius of Thurncourt Road local centre in April 2021. This compares with 231 crimes reported in the same area in April 2020 and 221 in April 2019.

Environmental Quality

Thurncourt Road has a generally high standard of environmental quality, with the public realm and units being well maintained. The environment in which the local centre is situated is pleasant, with an area of open space lined with trees extending to the south. At the time of our visit, improvement works were taking place to the retail units along the retail parade at the junction with Bowhill Grove. This investment is considered likely to further improve the environmental quality of the local centre.

Conclusion

Thurncourt Road local centre is anchored by a strong convenience goods offer, underpinned by Co-operative Food. However, since 2015 the increase in the vacancy rate to a figure higher than the current national average is not a welcome observation. It is recommended that the vacancy rate be monitored for any further changes. Despite this, the centre retains a strong role in supporting the day-to-day needs of the local community and accordingly is considered to remain a vital and viable centre.

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Uppingham Road

Description

Located approximately 2.5 kilometres to the west of the city centre, Uppingham Road is a large, linear local centre that contains a diverse range of services and retailers, alongside a number of community facilities. Uppingham Road local centre is divided into a number of parcels by residential development, with this reducing the overall cohesiveness and character throughout the centre.

Status – Local Centre

Photos



Figure 1: The retail units in Uppingham Road local centre are generally well maintained, and accommodate a diverse range of retailers and services



Figure 2: The areas of public realm throughout Uppingham Road are generally well maintained and improve the overall character and appearance of the local centre

Table 1: Local Centre Unit Composition

Good Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	11	15.6	19	9.1
Comparison	24	18.9	23	27.4
Retail Services	24	20.5	25	15.6
Leisure Services	14	28.7	35	24.5
Financial and Business Services	10	5.7	7	9.2
Vacant	1	10.7	13	13.9
TOTAL	84	100	122	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Boots, Domino's, Greggs, Iceland, Kwik Fit, Lloyds Bank, Nisa Local, Papa John's, Post Office, Premier, Subway, Wilko	12
Community Facilities	Medical Centre, two Places of Worship	2

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Uppingham Road is a varied local centre and provides a range of retailers and services that are far more diverse than comparable local centres in Leicester.
- There are a number of national operators with a presence in Uppingham Road, with these concentrated to the east of The Portway/Coleman Road junction.
- There are three ATMs located within the local centre; at Lloyds Bank, Premier convenience store and Nisa Local.

Uses

There are 122 units within the defined local centre boundary, of these the largest single group of units are leisure service operators, of which there are 35. These account for 28.7% of all units in the centre, alongside which 25 retail service operators account for 20.5% of all units. There are seven financial and business service operators, which equates to 5.7% of all units within Uppingham Road.

There are 19 convenience units within the local centre, which equates to 15.6% of all units in the local centre. Alongside this, there are 23 comparison units which equate to 18.9% of all units within the local centre.

Vacancies

At the time of our visit 13 vacant units were observed throughout Uppingham Road, with these vacant units equate to 10.7% of all units in the local centre. This figure is lower than the current national average of vacant units, but represents an increase on the level of vacancy recorded at 2015.

Pedestrian Flows

Relatively high levels of pedestrian activity were observed at Uppingham Road at the time of our visit. The greatest levels of pedestrian activity were observed to the east of The Portway/Coleman Road. The diverse range of facilities, retailers and services in the local centre are considered likely to support a significant number of linked trips, with this generating a substantial proportion of footfall particularly in the east of the local centre adjacent to the national retailers found there. The lower levels of activity in the west are thought to occur due to the local centre being divided into different areas in that location, with significant gaps between the retail frontages separated by residential properties.

Accessibility

Uppingham Road is considered to have a high standard of accessibility. Public transports links are considered to be good from Uppingham Road local centre. There are a number of bus stops along Uppingham Road, from which services 38, 38A, 53, 55, 56, 747 and 1005 can be alighted. These services provide frequent access to the City Centre, Thurnby Lodge, Nether Hall, Scraftoft and Uppingham. There are a number of cycle parking facilities located within the local centre.

There is a considerable amount of on-street car parking located along Uppingham Road, which ensures that there is a high standard of vehicular accessibility. Pedestrian accessibility is considered to be very

high, with controlled pedestrian crossing located along Uppingham Road and at the junction with The Portway/Coleman Road.

Perception of Safety

Uppingham Road is considered to be a safe and secure local centre. The roads that pass through the centre provide a high standard of natural and passive surveillance, despite the high level of traffic that moves through the local centre. According to the website UKCrimeStats, 444 crimes were reported within a mile radius of Uppingham Road local centre in April 2021. This compares with 423 crimes reported in the same area in April 2020 and 462 in April 2019.

Environmental Quality

The environmental quality of Uppingham Road local centre is generally relatively high, but given the size of the local centre, it varies throughout the centre. The retail units are relatively well maintained, particularly those units to the east of The Portway/Coleman Road. The environmental quality of the western end of the local centre is considered poorer than the eastern end. However, the major environmental issue affecting the centre is considered to be the lack of a consistent character due to the disjointed nature of Uppingham Road. Notwithstanding this, the local centre is considered to be pleasant and an inviting retail environment.

Conclusion

Uppingham Road is the largest local centre within the authority area, and as such provides a diverse range of operators that are considered easily capable to serve the day-to-day needs of the immediate community. It is also considered that the local centre draws from a wider catchment. Despite an increase in the vacancy rate since 2015, this figure remains lower than the current national average and as such, Uppingham Road is considered a vital and viable local centre.

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Victoria Road East

Description

Victoria Road East is a linear local centre along a major road of the same name, approximately 2 kilometres to the northeast of the city centre. Situated in a residential area, adjacent to a recreation park, the local centre provides a reasonable range of goods and services for the local community. However, it is rather tired and the volume of traffic greatly influences the centre.

Status – Local Centre

Photos



Figure 1: Victoria Road East provides a range of goods and services, including Best-one, to meet the day-to-day needs of the local community



Figure 2: The retail units within the local centre are generally rather tired in appearance and could benefit from investment

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	2	18.2	2	9.1
Comparison	5	36.4	4	27.4
Retail Services	1	18.2	2	15.6
Leisure Services	3	27.3	3	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	0	0.0	0	13.9
TOTAL	11	100	11	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goad Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Best-one	1
Community Facilities	None (although Cravens Recreation Park is located to the rear of the main parade)	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Victoria Road East has a diverse range of retail and services uses, with the convenience offer being anchored by Best-one.
- There are no ATMs located within the local centre.

Uses

There are two convenience operators within the local centre, which equate to 18.2% of all units in the local centre. This offer is anchored by Best-one. Alongside this is a diverse range of comparison operators, of which there are four, equating to 36.4% of all units. The service offer is also considered diverse, with leisure services accounting for 27.3% of all units and retail services to 18.2%.

Vacancies

As was the case in 2015, our survey recorded no vacant units at Victoria Road East.

Pedestrian Flows

At the time of our visit, limited, but steady, levels of pedestrian activity were observed within Victoria Road East. The greatest concentration of activity was noted around the Best-one convenience store, with limited activity elsewhere in the local centre and between the centre and the residential areas extending to the east. It was clear that the primary means of arrival for visitors to the centre is via private vehicle.

Accessibility

The standard of accessibility at Victoria Road East is generally good. The centre is located along a major road, and as such vehicle accessibility is good. There is considerable car parking available on-street in front of the retail units. Although Victoria Road East and the high levels of vehicular movement along it reduce pedestrian accessibility, there is a controlled crossing point in front of the retail parade near the junction with Leveric Road. The closest bus stops to Victoria Road East, located 125 metres to the south of the local centre, provide frequent services to the City Centre, Hamilton and Nether Hall via services 58, 58A and 1005. There are no cycle parking facilities within the local centre.

Perception of Safety

The perception of safety at Victoria Road East is greatly influenced by the presence of the main road, with this affecting the standard of pedestrian safety negatively. However, controlled crossing points are provided in the centre. Conversely, this busy road does ensure that a high standard of surveillance is provided. According to the website UKCrimeStats, 309 crimes were reported within a mile radius of Victoria Road East local centre in April 2021. This compares with 331 crimes reported in the same area in April 2020 and 372 in April 2019.

Environmental Quality

Victoria Road East's environmental quality is generally poor, with the retail units having a rather tired appearance. Again, the proximity of the main road is a great influence on the character of the local centre, with the noise, fumes and level of traffic reducing the overall appeal of the centre as a retail

environment. It is considered that the local centre could benefit from investment to improve the appearance, and to perhaps reduce the impacts of Victoria Road East as it passes through the centre.

Conclusion

Victoria Road East has a diverse range of operators which are considered sufficient to serve the day-to-day needs of the immediate surrounding residential community. At the time of our visit no vacant units were observed, which, along with a steady level of activity, is considered to represent a centre which is vital and viable.

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Wakerley Road Ethel Road

Description

Wakerley Road/Ethel Road local centre comprises a small, purpose built retail parade situated in a residential area approximately 2.5 kilometres to the east of the city centre. The retail parade is set back from Ethel Road around a pedestrianised area, which provides a safe and secure retail environment.

Status – Local Centre

Photos



Figure 1: Wakerley Road/Ethel Road is underpinned by a strong convenience and comparison goods offer, anchored by Tesco Metro



Figure 2: The retail parade at Wakerley Road/Ethel Road appears rather tired and in need of investment. The adjacent vacant former public house provides a negative aspect of the centre

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	3	28.6	2	9.1
Comparison	1	28.6	2	27.4
Retail Services	0	14.3	1	15.6
Leisure Services	1	0.0	0	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	1	28.6	2	13.9
TOTAL	6	100	7	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Numark Pharmacy, Tesco Metro	2
Community Facilities	None (Two places of worship are located beyond the local centre boundary)	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- The centre comprises a Tesco Metro foodstore alongside a range of service and other retail operators.
- However, the vacancy rate is considerably higher than the current national average and is inflated by the long-term vacant former public house at Ethel Road.
- There is a single ATM in the local centre, at the Tesco Metro foodstore. Click and collect facilities are also available from this store.

Uses

There are two convenience uses within Wakerley Road/Ethel Road, which account for 28.6% of all operators in the local centre including Tesco Metro. Alongside these uses are two comparison operators, which equate to 28.6% of all uses. Service operators are limited to a single retail service, a dry cleaner, which equates to 14.3% of all units.

Vacancies

The centre has a higher proportion of vacant units than the current national average, with the two vacant units in the centre accounting for 28.6% of all units. One of these units, the former Lesters public house, has been vacant for a number of years.

Pedestrian Flows

At the time of our visit, reasonable levels of activity were observed throughout the local centre, with these generally being concentrated around the Tesco Metro foodstore and along the access between the retail parade and the adjacent car park. Lower levels of activity were observed throughout the remainder of the centre, especially towards the site's frontage with Ethel Road.

Accessibility

Wakerley Road/Ethel Road is considered to have a high standard of accessibility. There are bus stops located along Ethel Road immediately adjacent to the local centre. From these stops, services 22, 22A and 22B provide frequent services to Leicester city centre, Goodwood and Birstall. To the rear of the retail parade is a large, free-to-use, surface level car park that provides a considerable number of spaces, including disabled spaces. There are no cycle parking facilities within the local centre.

Perception of Safety

The levels of activity observed at the local centre ensure that the perception of safety is generally good in Wakerley Road/Ethel Road. However, the presence of the large vacant unit at the front of the centre and the narrow, enclosed access between the retail parade and the car park to the rear negatively affects the overall sense of safety and security in the centre. This enclosure limits the standards of natural and passive surveillance, with the standard of this varying greatly throughout the centre. According to the website UKCrimeStats, 265 crimes were reported within a mile radius of Wakerley Road/Ethel Road local centre in April 2021. This compares with 251 crimes reported in the same area in April 2020 and 280 in April 2019.

Environmental Quality

The retail parade has a functional environmental quality, although it is considered that the local centre would benefit from investment to improve its overall appearance. The vacant former public house along the frontage with Ethel Road negatively affects the character of the local centre. Notwithstanding this, the trees and street furniture in the local centre provide a positive to the centre's environmental quality. However, it is clear that investment is required to improve the centre's environmental quality.

Conclusion

Wakerley Road/Ethel Road has a limited range of retail and service operators, which are anchored by Tesco Metro. However, the long-term vacant unit at Ethel Road and the centre's vacancy rate more generally, are considered to represent cause for concern. A long term use for this vacant public house should be identified.

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Welford Road Gainsborough Road

Description

Welford Road/Gainsborough Road is a linear local centre located along a major route into the city centre. The local centre is approximately 2 kilometres to the south of the city centre, and includes a diverse range of retailers and services. The local centre is dominated by vehicular movements along Welford Road, which greatly affects the overall perception of safety and environmental quality.

Status – Local Centre

Photos



Figure 1: There is a limited amount of on-street car parking along Welford Road, which was well used at the time of our visit



Figure 2: The quality of the retail units in Welford Road/Gainsborough Road vary considerably throughout the local centre

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	4	10.6	5	9.1
Comparison	14	21.3	10	27.4
Retail Services	12	31.9	15	15.6
Leisure Services	12	27.7	13	24.5
Financial and Business Services	3	4.3	2	9.2
Vacant	4	4.3	2	13.9
TOTAL	49	100	47	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	American Golf, Gulf, Post Office	3
Community Facilities	Dental surgery (Medical Centre located to the north of the defined boundary)	1

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Welford Road/Gainsborough Road provides a diverse range of retailers and services. The service offer in the local centre represents a greater proportion of floorspace in comparison to the national average.
- There are two ATMs located within the local centre, at the Gulf petrol filling station and the Post Office.

Uses

There are five convenience operators located in the local centre, which equates to 10.6% of all units in the local centre. There are 10 comparison units, which equate to 21.3% of all units. These operators include specialist retailers, such as the American Golf golf shop. The range of service operators in Welford Road/Gainsborough Road is also diverse, with retail services accounting for 31.9% of all units, leisure services for 27.7% and financial and business services for 4.3%.

Vacancies

At the time of our visit, two vacant units were observed. These units equate to an overall vacancy rate of 4.3%, a figure that is considerably lower than the current national average for vacant units and the vacancy rate that was recorded at 2015.

Pedestrian Flows

The levels of pedestrian activity at the time of our visit were reasonably high, with the greatest levels of activity noted between Knighton Fields Road East and the American Golf golf shop. More limited levels of activity were noted along the eastern retail parade, with this possibly a result of the types of operator located along the retail parade in this location. Additionally, the retail frontage on the eastern side of Welford Road does not extend as far to the south as the retail frontage to the west.

Accessibility

Welford Road/Gainsborough Road is considered to have a relatively good standard of accessibility. Public transport is also readily accessible from the local centre, with bus stops located along Welford Road. From this stop, bus services 48, 48A, 49 and 83 can be alighted. These services provide frequent access to Leicester city centre, Fleckney, South Wigston, Wigston Harcourt and Wigston Magna.

Car parking within Welford Road/Gainsborough Road is relatively limited, although on-street car parking is provided along the retail frontage on Welford Road. Pedestrian accessibility is considered moderate, with controlled pedestrian crossing points along Welford Road. There are also islands between both carriageways, which further improve the safe crossing opportunities in the local centre.

Perception of Safety

The overall perception of safety at Welford Road/Gainsborough Road local centre is impacted by Welford Road and the volume of traffic that moves through the centre. However, the retail frontages are considerably set back from Welford Road, which reduces the overall impact of the traffic on the retail environment.

However, the volume of traffic, the open retail frontages and the constant levels of pedestrian activity are such that the centre benefits from a good standard of natural and passive surveillance. According to the website UKCrimeStats, 393 crimes were reported within a mile radius of Welford Road/Gainsborough Road local centre in April 2021. This compares with 432 crimes reported in the same area in April 2020 and 430 in April 2019.

Environmental Quality

Welford Road/Gainsborough Road local centre has a relatively poor environmental quality, with the local centre being a long linear centre located along a major route between south Leicester and the city centre. As such, the level of traffic movements result in excessive noise and pollution. In addition to this, a number of the units are of a relatively poor quality and it is considered that the units would benefit from investment. In addition to this, the centre lacks any planting or greenery. The possibility of introducing seasonal planters in the areas of public realm should be explored.

Conclusion

Welford Road/Gainsborough Road contains a diverse range of retailers and service operators, and has a lower level of vacant units than the national average, and when compared to the level recorded at 2015. The centre is therefore considered to be vital and viable. Notwithstanding this, it is considered that investment could help to improve the overall perception of safety and environmental quality in the local centre.

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Welford Road York Road

Description

Welford Road/York Road is a linear local centre along a major route through Leicester city centre. The local centre, which is located approximately 150 metres to the south of the city centre and 200 metres to the east of the De Montfort University campus and in close proximity to Leicester Royal Infirmary, is dominated by leisure service uses, with a limited range of convenience and other service operators.

Status – Local Centre

Photos



Figure 1: Despite the centre's proximity to a major route through the city centre, evidence of investment in the centre's public realm is evident



Figure 2: The retail units along Welford Road largely comprise converted terraced properties

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	2	14.3	3	9.1
Comparison	1	0.0	0	27.4
Retail Services	3	9.5	2	15.6
Leisure Services	10	66.7	14	24.5
Financial and Business Services	0	0.0	0	9.2
Vacant	4	9.5	2	13.9
TOTAL	20	100	21	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	-	-
Community Facilities	-	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Welford Road/York Road is dominated by leisure services, which account for 66.7% of all units.
- The centre has a more limited range of convenience and retail service operators.
- Since 2015, the overall vacancy rate in the centre has approximately halved.
- There are no ATMs located within the local centre.

Uses

There are two convenience operators in the local centre, both of which are off-licences. These units equate to 14.3% of all units in the local centre. Welford Road/York Road is dominated by service uses, with 66.7% of all units in the local centre being occupied by leisure service operators. These operators, which primarily consist of hot-food takeaways and the Bannatyne Health Club and Spa. There are no comparison or financial and business service operators in the local centre.

Vacancies

At the time of our visit two vacant units were recorded, a figure which equates to 9.5% of all units. This figure is lower than the current national average in respect of uses, and represents a reduction in the level of vacancy recorded at 2015.

Pedestrian Flows

The level of pedestrian activity at the time of our visit was relatively low, with the greatest levels of activity being observed around the Bannatyne Health Club and Spa. A steady flow of activity was observed along both side of Welford Road. Although the level of activity observed was relatively low, it is considered that a number of uses are likely to generate higher levels of activity during evening hours.

Accessibility

Overall, the accessibility of Welford Road/York Road is considered very good. There are controlled pedestrian crossing points located along Welford Road. The centre is located in close proximity to student accommodation around the De Montfort University campus and is considered easily accessible from this area. There is a single bus stop located in the local centre, from which bus services 20, X6 and X84 can be alighted. These services provide frequent access to Coventry, West End, Lutterworth, Broughton Astley and Hinckley. Access to vehicles is considered less good, with limited parking opportunities available. However, there is an NCP multi-storey car park located above the Bannatyne Health Club and Spa.

Perception of Safety

Despite the centre's proximity to a major route leading away from the city centre, Welford Road/York Road generally feels safe and secure. The wide carriageway and pedestrian footways add to a general feeling of openness and high standards of natural and passive surveillance. According to the website UKCrimeStats, 1,195 crimes were reported within a mile radius of Welford Road/York Road local centre in April 2021. This compares with 957 crimes reported in the same area in April 2020 and 1,332 in April 2019.

Environmental Quality

Welford Road, and the volume of traffic that moves along it, is the greatest single factor affecting the

centre's environmental quality. However, it is clear that efforts and investment has been made in order to improve the standard of the public realm in the centre, with street art, landscaping and well maintained public areas observed around the Norton Street/Marlborough Street junction. Additionally, the units are generally well maintained and little litter was observed. As such, it is considered that Welford Road/York Road has a good standard of environmental quality.

Conclusion

Welford Road/York Road has a strong leisure service offer, which limits the range of other uses. However, the centre's location and the strength of this offer is considered representative of a vital and viable local centre.

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Wood Hill

Description

Wood Hill local centre is situated in an area of dense terraced properties approximately 1 kilometre to the east of the city centre. Located less than 150 metres from the larger Green Lane Road local centre, Wood Hill has a relatively limited convenience and leisure provision. As such, it is dominated by specialist comparison uses.

Status – Local Centre

Photos



Figure 1: The retail units in the local centre largely comprise converted terraced properties



Figure 2: Wood Hill provides a diverse range of comparison uses at a greater number than comparable local centres and the current national average

Table 1: Local Centre Unit Composition

Goald Category	Local Centre Units at 2015	Local Centre Units at 2021 (%)	Local Centre Number of Units 2021	Units UK Average at 2021 (%)
Convenience	2	8.3	1	9.1
Comparison	3	50.0	6	27.4
Retail Services	2	25.0	3	15.6
Leisure Services	1	8.3	1	24.5
Financial and Business Services	2	0.0	0	9.2
Vacant	0	8.3	1	13.9
TOTAL	10	100	12	100

Source: Composition of Local Centre based on centre boundary provided by Leicester City Council and derived from Nexus Planning Survey of May 2021; historic data derived from Leicester and Blaby Retail Study 2015; UK Average from Experian Goald Report April 2021

Table 2: Local Centre Facilities

Other National Retailers	Post Office	1
Community Facilities	None (although Jameah Masjid, Jameah Boys and Girls Academy and Bridge Road Open Space located just beyond defined local centre boundaries)	-

Source: Composition of Local Centre derived from Nexus Planning Survey of May 2021

Overall Composition

- Wood Hill offers a diverse range of comparison uses, and a consequent lower number of convenience and service operators. This is possibly a result of the centre's proximity to larger local centres with a more diverse range of operators.
- There is a single ATM in the local centre; at the Post Office on Wood Hill.

Uses

There are six comparison operators in the local centre, equating to 50.0% of all operators. These operators provide a number of specialist goods, and as such are considered likely to draw from a relatively large catchment. The centre has a more limited convenience offer, comprising one unit. This offer is more limited in contrast to other local centres, perhaps as a result of the centre's proximity to larger local centres that provide a more diverse offer. Similarly, the centre's service offer is considered to be less diverse, with retail services accounting for 25.0% of all units and leisure services to 8.3%. There are no financial and business services in the local centre.

Vacancies

At the time of our visit, a single vacant unit was recorded, located at the junction of Baggrave Street and Wood Hill. The vacancy rate recorded in 2021 equates to 8.3%, a figure that is significantly lower than the current national average for vacant units.

Pedestrian Flows

At the time of our visit low levels of pedestrian activity were observed within the local centre, perhaps reflective of Wood Hill's more limited convenience and service provision when compared to Green Lane Road and East Park Road local centres. What activity was recorded in the local centre was concentrated around the Post Office on Wood Hill, although it is felt that a number of the adjacent community uses are likely to drive higher levels of footfall at other times.

Accessibility

Wood Hill benefits from a high standard of pedestrian accessibility by virtue of its location within a densely populated residential area. As such, pedestrian accessibility is considered good. Conversely, the limited amounts of on-street parking in the local centre limit accessibility by vehicle. Public transport from Wood Hill is relatively limited. the closest bus stops to the centre being located approximately 250 metres to the east on East Park Road, from which bus routes 54 and 54A provide frequent services to the City Centre, Beaumont Leys and Goodwood. There were no cycle parking facilities observed in the local centre.

Perception of Safety

Despite low levels of activity, Wood Hill feels both safe and secure. The centre is generally open and benefits for surveillance from surrounding residential properties. There is also little evidence of high levels of traffic, and the nature of the roads surrounding the local centre are such that any traffic is likely to be relatively slow moving. According to the website UKCrimeStats, 565 crimes were reported within a mile radius of Wood Hill local centre in April 2021. This compares with 577 crimes reported in the same area in April 2020 and 649 in April 2019.

Environmental Quality

The centre has a generally high standard of environmental quality, with the units being well maintained and the public realm throughout the centre benefiting from areas of landscaping, particularly around the junction of Baggrave Street and Wood Hill. The road layout and limited traffic that moves through the local centre is such that vehicle movements do not significantly affect the environmental quality of the centre.

Conclusion

Wood Hill local centre is dominated by comparison uses, which largely consists of a diverse range of specialist retailers. The centre is generally well-maintained, and its close proximity to Green Lane Road local centre is considered likely to result in a number of linked trips. As such, and given the strong range of comparison operators and a vacancy rate lower than the national average, Wood Hill local centre is considered to be vital and viable.