

Leicester
City Council

**Report for consideration by the Economic
Development, Transport and Climate Emergency
Scrutiny Commission**

**7th December
2022**

**THE LEICESTER TRAFFIC REGULATION (BUS LANE AND BUS GATE) ORDER
2018
LEICESTER CITY COUNCIL (LUTTERWORTH ROAD, LEICESTER) (24 HOUR
BUS LANE EXTENSION) (AMENDMENT NO....) TRAFFIC REGULATION ORDER
2022**

1 Purpose of Report

- 1.1 To enable the Commission to give their views to the Director of Planning, Development and Transportation who will take them into account when considering whether or not to make the proposed Traffic Regulation Order.

2. Summary

- 2.1 The Council plans to introduce an extension to the current inbound bus lane on Lutterworth Road approaching Aylestone Road. It is proposed to extend the bus lane by 127.5 metres following the creation of a new access road, Morcom Drive, from Lutterworth Road that serves the new Franklyn Fields housing estate.
- 2.2 The objective of the bus lane extension is to avoid the potential for conflicting vehicle manoeuvres at the new junction with Morcom Drive which is positioned immediately prior to the commencement of the existing bus lane where drivers will be merging into a single lane. The proposed arrangement will ensure a safer layout which will be clearer for drivers.
- 2.3 It is therefore proposed that a Traffic Regulation Order should be implemented on the following grounds:
1. for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
 2. for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),

3. for preserving or improving the amenities of the area through which the road runs
- 2.4 The proposed Order was advertised from Thursday 29th September 2022 to Friday 21st October 2022. Thirty-four objections were received within the objection period. One objection was received after the deadline, therefore has been rejected from the formal process although the objectors' points have been included in this report. One resident has confirmed no objection but raised concerns about congestion at the outer Ring Road. This has also been included within this report for reference.

3. Recommendation

- 3.1 It is recommended that:

- (1) the members of the Scrutiny Commission give their views for the Director of Planning, Development and Transportation to consider when considering whether or not to make the proposed Traffic Regulation Order.

4. Background

- 4.1 The bus lane subject to this report is being extended due to the construction of a new junction (Morcom Drive) on to Lutterworth Road. A new junction has been constructed with Lutterworth Road to enable houses to be built on the "Franklyn Fields" site in Aylestone. The junction is at the start of the existing bus lane markings on Lutterworth Road and at the point where drivers are expected to change lane to avoid driving in the bus lane.
- 4.2 The proposal showing the bus lane extension can be seen on the plan in **Appendix A – TRO Plan**.
- 4.3 The proposed TRO is to amend the existing (Bus Lane and Bus Gate) Order 2018 and the proposed schedule is shown in **Appendix B**.
- 4.4 The effect of the Order will be to extend the bus lane by 127.5 metres and therefore the bus lane will start 96.5 metres north from Buckingham Drive. This is intended to avoid the potential for conflicting vehicle manoeuvres at the new junction with Morcom Drive and will ensure a safer layout which will be clearer for drivers, thereby reducing the likelihood of them entering the bus lane.
- 4.5 34 valid objections have been received to the extension of the bus lane and a range of points made about the perceived effects of the bus lane. Not all of the points raised in each objection relate to this TRO. The objections are summarised and commented upon below. The bus lane was introduced in 2013 as part of the Aylestone Bus Corridor project and the intention of the lane was to enable buses to bypass the extensive queues of inbound traffic which develop from the outer ring road up to the junction of Middleton Street and

Aylestone Road. The bus lane, and the project, had the benefit of improving conditions for bus passengers, improving patronage, significantly reducing bus journey times, and reducing accidents. The following issues were the common points of concern raised;

- 16 points regarding pollution
- 14 points regarding congestion
- 11 asking why the bus lane is 24 hours
- 7 asking the bus lane is not peak time
- 6 requests for a pedestrian crossing
- 5 requests for yellow box junctions
- 4 concerns of incurring/ having incurred asthma due to pollution

4.6 The Council will be responding directly to objectors concerning the issues raised. This includes written communication and offers of meeting as far as possible. None of the objections have so far been withdrawn and therefore unresolved objections remain. The main points of objections, with summary responses are listed below to each point raised. The letters of objections are presented in full in **Appendix C**.

5 Consideration of Objections

Issue raised	Objector No.	Response summary
That the bus lane causes/will increase pollution	3, 5, 6, 10, 11, 15, 16, 17, 24, 26, 28,30, 31,32, 33 and 34	<ul style="list-style-type: none"> • By supporting bus services and promoting bus travel the Council aims to see more people travel by public transport and attract people away from using their cars. Reducing the number of cars on the road will in turn reduce pollution.
That the bus lane causes /will increase Congestion	1, 3, 4, 5, 9, 10, 11,14, 21, 26,28, 30,32, 33 and 34	<ul style="list-style-type: none"> • Congestion inbound on Lutterworth Road up to Middleton Street results from the complex and busy junction of Middleton Street/Wigston Lane/Aylestone Road/Lutterworth Road and extensive queues build on all approaches to this junction at peak times. This scheme will not worsen this existing situation but if we are able to encourage more people to travel by bus this will reduce traffic levels.
Why does the bus lane	2, 4, 6, 7, 8,9, 12, 16, 23, 27, 29	<ul style="list-style-type: none"> • The Council's policy is that bus lanes operate 24hrs a day, 7 days a week. This is to provide the clearest possible guidance to motorists, to ensure that

operate for 24 hrs each day		the safety benefits provided by bus lanes are provided at all times. In off peak periods when roads are less busy there is no benefit to traffic flow from providing additional capacity by providing two lanes of traffic as these are not needed. By exception, peak hour operation is applied on Welford Road where local shops and businesses benefit from on street parking off peak.
Requests for a pedestrian crossing in the vicinity of Monsell Drive and Buckingham Drive	5,12, 16, 29, 32, 34	<ul style="list-style-type: none"> This matter is not within the scope of this TRO and cannot be considered within this TRO process. It should be noted however that a pedestrian crossing facility is provided at the junction of Soar Valley Way and Lutterworth Road. Furthermore, a financial contribution has been secured from Morris Homes, linked to the Franklyn Fields development for a potential pedestrian crossing, and officers are looking into the feasibility of providing a pedestrian crossing in this vicinity.
Request for Yellow box junction to aid turning right in and out of Buckingham Drive/Morcom Drive/	7,12, 29, 32 and 34	<ul style="list-style-type: none"> This matter is not within the scope of this TRO and cannot be considered within this TRO process. It should be noted that often a dual carriageway is segregated by a central reserve to either prevent right turns or to accommodate a protected space to wait for a gap in traffic. There is no central reserve in the vicinity of Monsell Drive and Buckingham Drive. Note that a yellow box is provided at Monsell Drive and keep clear markings at Buckingham Drive.

6. Officers comments

- 6.1 Officers are engaging with the objectors to explain the purposes of the order and to resolve their concerns.

- 6.2 Objectors are mostly concerned about congestion, pollution, and the effects of those factors on their amenity and their health in regard to asthma and pollution. A number of objectors are concerned about bus lane policy and the hours of operation.

By supporting bus services and promoting bus travel the Council aims to see more people travel by public transport and attract people away from using their cars. Reducing the number of cars on the road will in turn reduce pollution.

The purpose of this short extension to the existing bus lane is to improve safety at the new junction at Morcom Drive with Lutterworth Road that serves the new housing estate. The new arrangement will allow drivers to safely position themselves to avoid the bus lane prior to the new junction.

- 6.3 Members of the commission are requested to give their views to the Director of Planning, Development and Transportation to consider when considering whether or not to make the proposed Traffic Regulation Order. Commission members should note the proposed order is intended to manage traffic at a new junction that the Council has approved and has been constructed. The formal purpose of the order is to facilitate the flow of traffic, preserve amenity and help ensure road safety.

7. Financial Implications

- 7.1 The cost of processing the Traffic Regulation Order and amending the signing and lining is estimated to be in the region of £7.5k. The cost will be met from existing revenue budgets within Transport Strategy.

Stuart McAvoy, Acting Head of Finance - Finance

8. Legal Implications

- 8.1 The Council can introduce Traffic Regulation Orders under the Road Traffic Regulations Act 1984. In introducing these, the Council should comply with the provisions of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. Officers should have taken due regard to the requirements under Section 122 of the 1984 Act to ensure the safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway, and to undertake the appropriate consultation with the appropriate statutory bodies.
- 8.2 Officers need to be satisfied that for avoiding danger to persons or other traffic using the road to which the Order relates or any other road it is requisite that subsection 3(1) of the Act shall not apply to the Order. In determining the recommendations officers should have regard to the requirements of Section 16 of the Traffic Management Act 2004 to ensure the safe and expeditious movement of traffic.
- 8.3 The formal reasons for these proposals are for the reasons specified in section 1(1) (a), (c), and (f) of the 1984 Act.

Bina Tailor, Legal Officer - Legal Services.

9 Powers of the Director

- 9.1 Under the constitution of Leicester City Council, delegated powers have been given to the Chief Operating Officer to approve amendments. The legislation that confers authority on Leicester City Council to make these amendments, is covered by the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. The Chief Operating Officer has arranged for this power to be exercised by the Director of Planning Development and Transportation.

Report Author

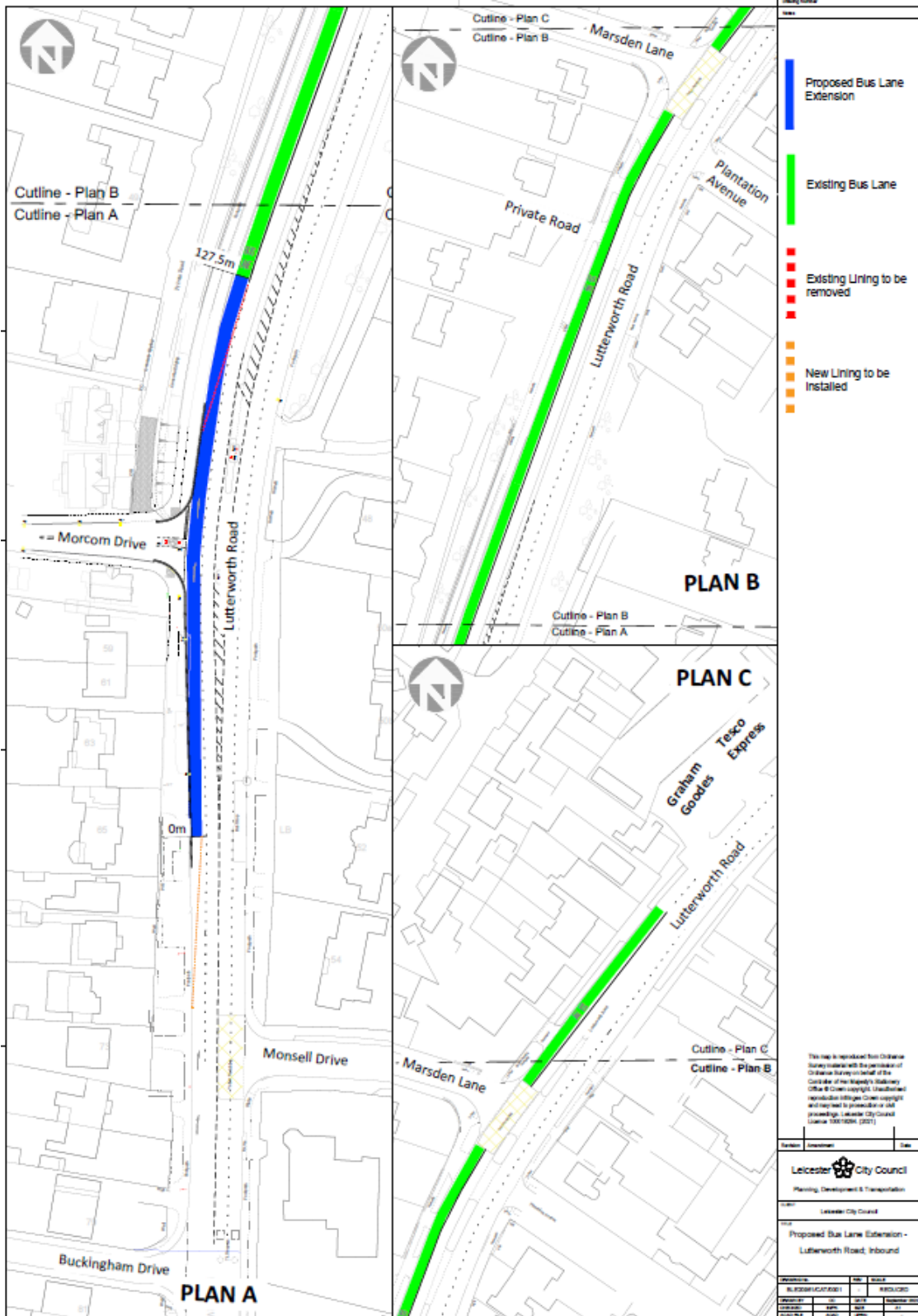
Name: Pabinder Kaur
Job Title: Assistant Transport Development Officer
Contact number: 0116 454 6303
E-mail address: Pabinder.kaur@leicester.gov.uk

Appendix A:



Proposed Bus Lane Extension - Lutterworth

TRO Plan for scheme attached as PDF and also shown below



APPENDIX B – Schedule of Streets

(Those items of the schedule marked in **bold** are to be added or amended to the existing Consolidation Order).

SCHEDULE 1

Bus Lanes, Bus Gates, and Bus Only Road

Lutterworth Road

West side

Column 1	Column 2	Column 3
Part 800	West side, nearside lane, from the City Boundary to a point 100 metres north of its junction with Gilmorton Avenue	10.i- 10.xi
Part 800	West side, nearside lane. From a point 96.5 metres north of its junction with Buckingham Drive in a northerly direction to a point 74 metres north of Marsden Lane	10.i- 10.xi

Appendix C – Objections

Objections Received by Email or Letter

COMPLAINANT '1' 1.1

OBJECTOR '2' 2.1

OBJECTOR '3' 3.1

OBJECTOR '4' 4.1

OBJECTOR '5' 5.1

The report continues in this numbered format. With the exception of the out of time objection numbered below;

OUT OF TIME OBJECTOR '36' 36.1

Personal details for each objector have been removed.

The unresolved objections received by email are as follows: -

LETTER FROM COMPLAINANT '1' – DATED 03/10/2022

1.1. Complainant '1' sent in these comments:

Thank you for your letter of 29 Sept regarding the extension of the bus Lane on Lutterworth Road.

We understand the need, and have no objections

One matter which will need to be resolved is the congestion caused at the junction with the ring road. Currently cars only use one lane when they come round the corner, and this leads to congestion at the traffic lights. It would be better if cars used both lanes but then had to merge at the start of the bus lane. Currently some cars drive all the way down the left lane and try to cut in, which also causes delays.

I hope this local intelligence helps as you plan this change.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '2' – DATED 10.10.2022

2.1 Objector '2' sent in these comments:

[Objector 2] strongly objects to the proposed extension of the 24-hour bus lane on Lutterworth Road. [Objector 2] says the existing bus lane is sufficient.

[Objector 2] has several objections to this proposal. Vehicles currently drive in the nearside lane (during most times of the day), from Soar Valley Way to the start of the existing bus lane.

Using the nearside lane to turn left into Morcom Drive does not delay the buses and actually helps to reduce the queueing traffic on Lutterworth Road and helps to reduce blockages at the junction of Soar Valley Way/ Glenhills Way/ Lutterworth Road.

At peak times there is stationary traffic in lane two of the A426 northbound carriageway. So having more vehicles forced to use a single lane will actually increase the volume of traffic/vehicles that are backed up to the junction with Soar Valley Way/ Glenhills Way/ Lutterworth Road, thus causing a potential hazard in terms of safety. An unintended consequence will be to actually create a new delay for buses attempting to come through the junction, this will be especially bad for the park and ride bus coming from Fosse Park.

If this proposal goes ahead [Objector 2] says he can envisage more difficulties safely entering and exiting Morcom Drive - from either direction.

[Objector 2] asks the council to explain the need for a 24-hour bus lane, as buses on the A426 do not operate 24 hours a day. This seems to indicate that it is a revenue raising entity? If not, what is the reason?

Surely a peak time bus lane is much more appropriate for Lutterworth Road. Just like the bus lanes which are currently operated on London Road, Welford Road, and Saffron Lane?

[Objector 2] asks if London Road, Welford Road, and Saffron Lane have a greater number of buses than Lutterworth Road? What are the figures?

[Objector 2] hopes that the council looks at all the objections to this proposal and abandons their plans.

[Objector 2] asks that the council sends him a copy of the traffic survey of this section of the road and that the survey shows dates and the traffic movements at peak times?

Can the council please address the specific questions and supply copies of the information requested. Also register this as a formal objection from [Objector 2].

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTIONS FROM OBJECTOR '3' - DATED 19.10.2022

3.1 Objector '3' sent in these comments:

[Objector 3] of [Personal address details removed] objects to the proposals from the council to extend the 24/7 bus lane between Morcom Drive and Buckingham Drive.

[Objector 3] asks the decision makers how the existing bus lane has either helped with congestion & pollution as the gridlock during rush hour is not beneficial to his daughter's health whilst walking to and from school?

Also, as an exercise instead of measuring traffic flow at midday in the week, can the decision makers at the council care to assess the folly of this system hours before a major sporting occasion in the city.

As a solution the bottleneck situations could be solved with an intelligent traffic light system which would allow excess traffic through the Middleton Street junction.

[Objector 3] knows from previous employment that there is a system determined by density of traffic which is confused by the two exits and entrances to the garage and Tesco store on the A426 prior to the Middleton Street junction; plus buses of certain routes having to jockey across the lanes to align with Wigston Lane. Solve this and the perceived issues will be resolved. Can the council explain why they're not more concerned at the run-down state of the city centre which is leading to more traffic to and from Fosse Park?

Can the council please address the specific questions?

Also register this as a formal objection from [Objector 3] to the proposed extension of the 24/7 bus lane on Lutterworth Road.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '4' - DATED 20.10.2022

4.1 Objector '4' sent in these comments:

[Objector 4] tells me that he has lived in Aylestone for 34 years on plantation Avenue. [Objector 4] says since the introduction of the 24-hour bus lane on the Lutterworth Road traffic congestion has become intolerable on this road, especially at peak times or if there is a Football or Rugby match on.

Most of the time the bus lane is empty, which is ridiculous when there is a traffic jam all the way back to Soar Valley Way. Extending the bus lane as the Labour council proposes would make this situation much worse.

This must discourage people from coming into the city to shop. It also causes great frustration to motorists.

This is becoming a ridiculous situation and residents are totally fed up with this. At the very least the bus lane should not be 24 hours and the cycle lanes introduced during covid are unused, an eye sore and a total waste of public money.

[Objector 4] respectfully requests that the council abandon any plans to extend the bus lanes.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '5' - DATED 20.10.2022

5.1 Objector '5' sent in these comments:

[Objector 5] of [Personal address details removed] objects to the council's proposals to extend the bus lane on Lutterworth Road. [Objector 5] tells me she uses the bus, and she drives to the church in Aylestone.

The 24/7 bus lane has just caused more pollution and congestion with more queuing and stationary traffic in Aylestone.

So the consequences of extending the bus lane will be further restrictions to the free flow of traffic which will result in more congestion and pollution.

The evidence is very clear that traffic jams result in dangerously high levels of air pollution which is damaging to people's health. The Soar Valley / Lutterworth Road junction already has the worst air quality in Leicester and the council's proposals to extend the bus lane won't improve air quality but will make pollution worse.

Congestion will increase due to the loss of road capacity and that will cause delays to all traffic including delays for the park and ride bus attempting to turn left into Lutterworth Road.

The council's proposals to extend the bus lane will make it even more dangerous for pedestrians to safely cross Lutterworth Road. The proposals to extend the bus lane will reduce highway safety for vehicles turning in and out of their drives on Lutterworth Road and around the junctions at Monsell Drive, Buckingham Drive and Morcom Drive.

On a second issue [Objector 5] tells me that the garden in the children's home next door to her house is very overgrown the bottom of the garden is awash with brambles. The brambles are spreading into [Objector 5] Garden. [Objector 5] asks if the council is able to have a word with the proprietors of the children's home and ask them to tidy up the bottom end of the garden and cut back all the brambles?

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION FROM OBJECTOR '6' - DATED 16.10.2022

6.1 Objector '6' sent in these comments:

I am writing to you in relation to the extension to the 24-hour bus lane on Aylestone Road.

I urge you to think strongly about the dangers this will cause as it is inevitable that a serious accident will occur around the Soar Valley Way junction.

Even now, traffic comes to a standstill as no vehicles can move down Lutterworth Road as the traffic has backed up. Extending the bus lane will cause more chaos and traffic build up on Soar Valley Way, the other side of Lutterworth Road (causing traffic to back up further into Glen Parva/Blaby) and Glenhills Way.

Standing traffic is far worse for pollution.

Issue number two is the fact that the bus lane is 24 hours a day, why? It is not in line with other major routes into the city. If it was for peak hours only (morning rush hour) then I would have no issue.

Kind regards

[Objector 6]

OBJECTION SENT TO Cllr Clarke FROM OBJECTOR '7' - DATED 20.10.2022

7.1 Objector '7' sent in these comments:

You talk about A Fair City in your vision for the city – but there is no fairness in your proposal to extend the bus lane on Aylestone Road! You also state that you want to remove barriers that make it difficult for people to move from one area to another. I don't see how the extension of the bus lane on Aylestone Road will do this! I also don't believe that we are an inclusive city when you seem to think it's ok to treat residents of one area differently from other areas!

Currently the bus lane inbound on Welford Road is set up for 7.30am to 9.30am Monday to Friday in and – allowing a quicker bus journey into the city – I don't disagree with this but what I would like to know is why you feel this is ok for them but not for Aylestone residents? We seem to be the only residential area where you want to make it harder for us to travel. I need a car as I care for my elderly relative and there are simply not enough buses or other options which means I don't use a car.

Currently on Aylestone Road there are 2 Arriva buses every half an hour or so when they bother to turn up but there are 4-5 times that number going up Welford Road. There is the Park and Ride, but you cannot catch this unless you park at the car park, so it doesn't stop! And there is the new orbital service which is every hour Monday to Friday so even with these services there is nowhere near as many as on Welford Road, so how can you justify that I can't access my road anymore due to your proposal when we don't have as many buses? Definitely not fair as you like think you are for your city residents.

You have built 200 new houses on Morcom Drive that has meant more cars as they each have space for 2 cars to park on their drives. So, there is more traffic, yet you feel that you want to cause more congestion by extending a 24-hour bus lane that is not required as we are not a metropolitan City with a need for 24-hour bus travel.

The tuning from Soar Valley Way, Fosse Park onto Aylestone Road is not clear – you cannot see that there are 2 lanes which causes more congestion and when a bus is trying to turn there they have to swing right into the other lane causing a hold up for other traffic.

This is the same for the turning from Glenhills Boulevard as well – no-one uses both lanes and it causes congestion for everyone. And now you want to make this worse by extending the bus lane.

Currently there is a pathetic keep clear box that no one pays attention to on the top of Buckingham Drive, yet on Gilmorton Avenue there is a massive yellow box! Be nice if we could have one of those but no because you want to extend the bus lane there will be no room

I want to know why you feel it is ok to treat certain residents of your city differently to others- don't you know treating people differently is bullying.

I want to know why you think it is ok to have 24-hour bus lanes when we don't have a 24-hour bus service.

Please respond – I have emailed Councillor Clark and Councillor Porter on previous occasions but never seem to get a response.

If you decide to go ahead with this stupid and incredulous decision then you need to paint a yellow box outside Buckingham Drive on Lutterworth/Aylestone Road as if I can't get in and out of my road to get home I will not be happy as I

expect equality for all residents in the city and currently you are not promoting this.

In utter disgust

[Objector 7]

OBJECTION FROM OBJECTOR '8' - DATED 20.10.2022

8.1 Objector '8' sent in these comments:

I write to object to the latest Leicester City Council proposal to extend the Bus Lane between Buckingham Drive and Morcom Drive along the stretch of Lutterworth Road in Aylestone.

The City Council's continuous obsession with 24-hour bus lanes in the A426 corridor in Aylestone makes no sense whatsoever as a resident considering the public transport providers themselves offer no service after 6pm on Sunday.

If the proposal was to have been a seriously introduced suggestion why wasn't it implemented when Morcom Drive Estate was built? It appears now a knee-jerk reaction to extend for the sake of extending and at a time when the Council leaders moan they don't have enough funding for everyday projects, miraculously money can be found for project proposals such as this.

Exiting from the side roads of Marsden Lane, Buckingham Drive are already difficult to turn right towards Glen Parva, as also by exiting the car park at Graeme Goode/ Tesco Express. Perhaps Council officials have experienced this?

One also objects too to the proposal as why is the A426 a 24-hour scheme, yet similar bus lanes in the Leicester South constituency, notably Saffron Lane after Hawkins Road and Welford Road only peak time?

The service 87 by Arriva although not using this stretch, never a service on time and neither is the 86 lately.

It is pointless proposing extending bus lanes when providers can't offer a scheduled service.

Yours sincerely

[Objector 8].

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '9' -
DATED 20.10.2022

9.1 Objector '9' sent in these comments:

[Objector 9] of [Personal address details removed] wish to object to the proposed new bus lane on the Lutterworth road.
They consider the proposal to be a terrible idea.

[Objector 9] say since the bus lane has been introduced outside their home on Lutterworth Road there has been continual traffic congestion along the road with the smell of car emissions in the air which wasn't previously an issue for them.

[Objector 9] say that if this proposal has been put forward merely to cut a couple of minutes off a bus journey, then this will be at too great a cost - not only to the environment with stationary traffic, but to the residents on the road who have difficulty getting out of their driveways.

[Objector 9] state that they know only too well the adverse effects on health additional emissions from stationary traffic have on people's health.
Mrs Hall now uses an inhaler, and they believe the existing bus lane is a major contributing factor in this.

[Objector 9] wish to make it clear to the council that the current bus lane has meant there is no longer free flowing traffic along this section of Lutterworth road and that the proposed extension of bus lane will not help - it will only exacerbate the problem.

Could the council please reply to my constituents at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '10'
DATED 20.10.2022

10.1 Objector '10' sent in these comments:

[Objector 10] tells me she's lived on Lutterworth Road for over 20 years and says the traffic and pollution on the road has become considerably worse since the 24/7 bus lanes were installed.

The pollution on Lutterworth Road is much worse and it's damaging the health of local people. There is now more congestion in the area.

The increased levels of air pollution and congestion are as a result of the bus lanes restricting the free flow of motorised traffic.

The council's bus lanes are causing queuing and polluting stationary traffic on Lutterworth Road.

The evidence is clear that traffic jams result in dangerously high levels of air pollution and exposure to traffic-related air pollutants and their sources are associated with respiratory and asthma morbidity in children.

[Objector 10] tells me that her mother, her daughter and [Objector 10]herself now have asthma as a result of the air pollution caused by the congested traffic on Lutterworth Road.

So the council should not be introducing policies or proposals which are damaging to people's health, especially to the health of children.

[Objector 10] respectfully requests that the council works to improve the health of local residents and stops damaging people's health.

[Objector 10] respectfully requests that the council abandon any plans to extend the bus lanes.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '11'
- DATED 20.10.2022

11.1 Objector '11' sent in these comments:

[Objector 11] of 23 Monsell Drive, Aylestone LE2 8PP tells me that he is a motorist, but he also uses the buses on Lutterworth Road and Aylestone Road.

[Objector 11] has looked at the existing bus lanes and he applauds it; but with the exception of the proposed extension to the present bus lane on Lutterworth Road.

[Objector 11] says the extension would be counterproductive for the following reasons.

When he's driving up Soar Valley Way from Fosse Park to turn into Lutterworth Road he says sometimes he observes (at busy times) traffic backing up from Lutterworth Road so no vehicles can turn left off Soar Valley Way and into Lutterworth Road. This particular problem will be accentuated if the bus lane on Lutterworth Road is extended, aggravating the congestion and the pollution, where it is already a notorious health black spot.

The bus lane, as it is, is very beneficial. There is little need for the extension, that altering it would do more harm than good.

[Objector 11] says the proposed extension to the present bus lane on Lutterworth Road would make it more difficult and dangerous getting in and out of Buckingham Drive Monsell Drive and Morcom Drive, because the traffic of two lanes - when focused into one lane - will be doubly pressured and therefore perhaps not so obliging to cars crossing.

[Objector 11] respectfully requests that the council abandon any plans to extend the bus lanes.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '12'
- DATED 20.10.2022

12.1 Objector '12' sent in these comments:

[Objector 12] of [Personal address details removed] objects to the council's proposed extension of the bus lane on Lutterworth Road. [Objector 12] says that traffic blocks Buckingham Drive currently across both lanes when either a football or rugby match is played in Leicester, making it impossible to exit in either direction. Something needs to be done to assist residents with this issue for example a yellow box junction or keep clear road markings across all four lanes.

Also the volume of traffic on Lutterworth Road makes it a very dangerous road to cross on foot which will only increase as the houses on the new estate are purchased. So the council needs to install a pedestrian refuge on Lutterworth Road between the two bus stops.

Due to the high volume of traffic at the junction with Lutterworth Road/Soar Valley Way local residents currently have to endure high levels of exhaust fumes which will only get worse if there is more stationary traffic as a result of reduced highway capacity caused by the proposed new bus lane. This was previously partially eliminated by grass land before the new housing development. Hence the air monitoring station just across the junction onto Glenhills Way showing the worst air quality in the whole city. The council's proposals to extend the bus lane won't improve air quality but will make pollution worse.

Buses do not run 24/7 in Leicester so why the need for a 24-hour bus lane?

Can the council also advise on another matter: why are Buckingham Drive/Althorp and Highgrove going to be made a 20mph zone in 2023 at a cost

of £38,000 when cars do not drive at excessive speeds and there is no school on the estate? At these times of economic hardships surely there are better projects that deserve the £38,000?

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '13'
- DATED 20.10.2022

13.1 Objector '13' sent in these comments:

[Objector 13] of Morcom Drive wishes to object to the proposed extension of the bus lane on Lutterworth Rd. [Objector 13] is strongly opposed to any extension of the bus lane because the current bus lane makes it very difficult for them to get out onto Lutterworth Rd from Morcom Drive in the mornings for work and school runs and similarly to turn back into Morcom Drive in the evening rush hour. [Objector 13] believes that any extension of the bus lane will only serve to exacerbate this problem.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '14'
- DATED 20.10.2022

14.1 Objector '14' sent in these comments:

[Objector 14] of [Personal address details removed] wishes to object to the proposed extension of the bus lane on Lutterworth Rd. [Objector 14] says she is concerned about the proposal because by extending the bus lane it will adversely affect the safety of drivers pulling out of Monsell Drive and other roads that join onto Lutterworth Rd.

[Objector 14] states that Lutterworth Rd gets very busy at rush hour times, particularly when there are events such as football or rugby matches, and this causes significant tailbacks onto the crossing on Lutterworth Rd.

[Objector 14] is concerned that extending the current bus lane will serve only to exacerbate this problem significantly and create a potentially dangerous situation with cars being stuck between oncoming traffic.

[Objector 14] states that it is her belief that both lanes should be kept open to normal traffic to ease congestion and to increase safety for road users. She also believes that it would be irresponsible on the part of the Council to close

the lane off so that the occasional bus can pass through quicker at the cost of everyone else.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '15'
- DATED 20.10.2022

15.1 Objector '15' sent in these comments:

[Objector 15] of 35 Lutterworth Road wishes to strongly object to the proposed extension of the bus lane on Lutterworth Rd.

[Objector 15] states that it is already incredibly difficult to exit Soar Valley Way and turn left into Lutterworth Rd without encountering a traffic queue. Currently there is still some dual lane capacity up to Morcom drive yet traffic can sit queuing for over ten minutes waiting to clear the traffic lights at wigston Lane. [Objector 15] says that the proposal would result in further extensive hold ups on soar Valley way as people struggle to turn off onto Lutterworth rd. Additionally, [Objector 15] believes there may well be an increase in road traffic accidents as people attempt to cross the lights unsafely to try to beat the queues and chaos the limited one lane would allow.

Furthermore, traffic heading to The Buckingham Drive estate and the new Morcom Drive estate would no longer benefit from easy access but would sit in traffic adding to the queue.

[Objector 15] points out that the council gave permission for the construction of these two estates with the inevitable increase of traffic volume they would bring therefore the argument that it could help road safety and traffic movement is not correct.

[Objector 15] points out that there are 4 local buses and 1 park and ride bus using the lane every hour; there would be a better argument for having a bus lane that is just timed for priority access at peak times only.

[Objector 15] is not happy that currently from 7.00-10.00 daily and 15.00- 19.00 there is idling traffic outside her house, and she is most concerned that the level of pollution caused by this is damaging to the environment and the health of local residents.

The proposed extension to the bus lane would make the problem worse and she wholeheartedly objects to such a proposal.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '16'
- DATED 20.10.2022

16.1 Objector '16' sent in these comments:

The council wishes to extend the existing bus lane by an additional 139 yards to Buckingham Drive. I cannot see how the benefits of doing so for Business would significantly and demonstrably outweigh the adverse impacts to the community it effects. My objection is as follows:

The imposition of an extension to the existing bus lane fails to improve the character and quality of an area and in the way it functions. Local residents will be subjected to elevated pollution from stationary idling vehicles, pollutants contributing to general health concerns and overall life expectancy, elevated noise, and nuisance, collectively contributing to a loss of enjoyment of my home, garden, and the surrounding area where I live. The bus lane enforcement, as it is current instituted, operates on a 24 hrs 7 days a week basis and, therefore, logically implies it is judged necessary to be so. On the same basis, the loss of enjoyment will similarly be on a 24/7 basis for the residents in the surrounding area.

There is also inherent safety concerns in two areas – for drivers and pedestrians. Considering road users first, there are safety issues for residents of Monsell Drive waiting stationary in their vehicles on Aylestone Road trying to entering Monsell Drive. In congestion situations drivers tend to tailgate. At the Soar Valley way junction traffic from Blaby disperses along three different routes one being Aylestone Road. As the overall volume of cars decrease (by drivers taking their own respective routes one of which is left towards Fosse Park/M1 motorway) the road becomes temporarily more open with speed tending to increase. When turning right into Monsell Drive often you have to stop, waiting for oncoming traffic to cease, you are therefore slowing and/or stationary. This will be the situation whether or not the bus lane is extended. The difference is that with the existing bus lane drivers travelling towards the city have an exit route (the nearside lane as the traffic corresponding to this lane have turned off at the previous junction – towards Fosse Park/M1) if they misjudge their breaking distance or speed of the driver turning right into Monsell Drive. This will not be the case if the bus lane is extended – it would be an offence to do so, so drivers will be reluctant to perform this manoeuvre until the last minute and perhaps not at all!! People generally are psychologically conditioned to obey the law consequently inhibiting them from doing so.

A further safety issues is for traffic turning out of Monsell Drive onto Aylestone Road to travel towards the city. If the extension of the bus lane were to go ahead any traffic now travelling on the two existing lanes (e.g. tailback of traffic in the offside lane and traffic in the nearside lane having just turned left onto Aylestone Road from Soar Valley Way) will now be effectively condensed just

into one lane. Opportunities to enter Aylestone Road city bound from Monsell Drive will be very limited by the continuous queue or stationary road users travelling to the centre. In effect residents of Monsell Drive (and presumably other roads similarly affected by the proposed change) are being held in effect a 'hostage' by the traffic on Aylestone Road. This certainly is the case now at peak periods, even though there isn't a bus lane at this time, but road users do exercise choice to use the nearside lane until the bus lane is instituted, and by doing so, decreases the volume of traffic at Monsell Drive, Buckingham Drive and the Soar Valley Way junction. The 'hostage effect' was definitely experienced, at all times, when the bus lane was temporarily extended just as far as Morcom Drive (the extension of the lane was subsequently removed later) and with the current intention to institute a bus lane even further back to Buckingham Drive (drivers on Aylestone Road will have no alternative than to use the central lane (as it will now be unlawful to use the nearside lane) traffic congestion and the detrimental effects to residents are most likely to be significantly greater than that previously experience.

With the new estates being built in the vicinity of Aylestone Road, Monsell Drive, Buckingham Drive and Morcom Drive traffic volumes on this specific section of Aylestone Road is likely to increase with time and the institution of the extension of the bus lane serves no purpose other than to exacerbate a pre-existing difficult situation.

This in conjunction with drivers doing U turns over the mouth of Monsell Drive (in order to circumnavigate the light sequence of Soar Valley Way ring road traffic lights, does turn the Monsell Drive, a cul-de-sac, junction into something of an accident black spot and there have been several accidents in the past at this junction.

The second safety concerns is for pedestrians crossing the Aylestone Road. The reduced opportunity due to stationary cars and disparate speeds of the vehicles travelling on each lane (buses and taxis will travel more quickly in an empty lane) constitutes, in my opinion, a significant safety hazard. I can see pedestrians stepping out between stationary cars to be run over by buses intending to pick them up! At the junction of Aylestone Road and Monsell Drive a 60-bedroom development for the elderly is due to shortly open and, with two other residential care homes in the same vicinity these, plus visitors and workers of these establishments are the people regularly crossing the road. If the planning proposal was to go ahead you are creating an area not very conducive for the elderly!

There is an issue of who actually benefits from the proposed extension? Considering buses. At one time 6 different bus routes operated along this section of Aylestone Road which resulted in the opportunity of getting on a bus every 7 minutes. Now there is only 2 services, one of which ceases service early evening, and the average time for the user for a bus is 15 to 20 minutes. The justification for a bus lane because it is needed to meet business needs (presumably the bus company's) is very debateable but as a justification for its extension is untenable in light of the reduction of the lane's utilisation by the bus companies. I cannot see how increasing the lane by 139 yards will have a

significant impact on the service provision by the Bus companies when they have reduced the services using it. There is a massive loss to the resident in the area because of it without any benefit as a result of it. I cannot see why the bus lane operates 24/7 when the bus services cease in the evening and don't use it.

Overall I cannot see any benefits for the local residents or bus lane users. The negatives are more congestion, more pollution, more accidents, more noise, more sitting in a traffic queue.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '17'
- DATED 20.10.2022

17.1 Objector '17' sent in these comments:

I am writing in regard to a proposal for a new section of bus lane between Buckingham Drive & Morcom Drive, Aylestone.

I think this will be a terrible idea. We have recently bought a house on Morcom drive and have noticed how the traffic already backs up with the existing bus lane in place. Extending the bus lane would only result in additional congestion. Traffic would be pushed right back onto Soar valley way causing further delays and increasing the risk of traffic accidents in the area.

In addition to this, it would make it more difficult to enter and exit roads such as Buckingham drive & Morcom drive.

It would also increase our commute times to and from work and create additional noise and general pollution in the area.

If you require any more information, please contact me.

Kind regards,
[Objector 17]

OBJECTION FROM OBJECTOR '18' - DATED 21.10.2022

18.1 Objector '18' sent in these comments

We would like to state our strong objection to the city councils plan to extend the bus lane from Morcom Drive further up Lutterworth Road.

This objection is based on the grounds of safety.

Already we are seeing and living with increasing levels of traffic due to continuing developments in the area. For example the new care home at the bottom of Monsell Drive.

It is quite frankly dangerous now to turn right into Monsell Drive with the fear of being hit in the rear by traffic being forced into one lane by the existing bus lane,

your proposal will only make matters worse, particularly as we witness increasing impatience and aggression by drivers in this area.

I do hope that the council will reconsider their plans and listen to the concerns of local residents.

Yours faithfully

[Objector 18]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '19'
- DATED 20.10.2022

19.1 Objector '19' sent in these comments:

[Objector 19] of [Personal address details removed] wish to object to the proposed extension to the bus lane on Lutterworth Road. [Objector 19] use Lutterworth Rd, Aylestone on a daily basis and say that this proposal is most worrying. They point out that buses currently travel freely along the existing stretch of bus lane, but that traffic backs up, often right up to the major junction with Soar Valley Way. The additional traffic bound for Fosse Park following the opening of Everards Meadows and the extension to Fosse Park has added to this problem.

If the proposed bus lane extension is to go ahead, [Objector 19] are very concerned that this problem will continue to get significantly worse and total gridlock will follow.

Can the council please reply to my constituents at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '20'
- DATED 20.10.2022

20.1 Objector '20' sent in these comments:

We would like to state our strong objection to the city councils plan to extend the bus lane from Morcom Drive further up Lutterworth Road.
This objection is based on the grounds of safety.

Already we are seeing and living with increasing levels of traffic due to continuing developments in the area. For example the new care home at the bottom of Monsell Drive.

It is quite frankly dangerous now to turn right into Monsell Drive with the fear of being hit in the rear by traffic being forced into one lane by the existing bus lane,

your proposal will only make matters worse, particularly as we witness increasing impatience and aggression by drivers in this area.

I do hope that the council will reconsider their plans and listen to the concerns of local residents.

Yours faithfully

[Objector 20]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '21'
- DATED 21.10.2022

21.1 Objector '21' sent in these comments:

[Objector 21] of [Personal address details removed] wishes to object to the proposed extension to the bus lane on Lutterworth Rd. [Objector 21] believes the current system works.

[Objector 21] says that the suggestion is pointless and there is no need to extend the current bus lane. Traffic travelling from Blaby have three choices at the traffic lights.

1 turn right along Glenhills Way.

2 If in the centre lane, proceed down Lutterworth Road.

3 If in the left-hand lane proceed down Lutterworth Road or turn left for Fosse Park

If the bus lane is extended it would leave only one lane for Lutterworth Rd which would only cause more congestion and would lead to a build-up of traffic.

At the moment, [Objector 21] says the provision of two lanes alleviates the traffic congestion heading towards Aylestone Road.

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '22'
- DATED 21.10.2022

22.1 Objector '22' sent in these comments:

I am a resident of Conaglen Road, and the traffic is already bad enough continuously without adding to the bus lane. In peak times the traffic is queuing down to Soar Valley Way, where is that traffic going to go under the proposed plans? It is just causing carnage at a further traffic point. My partner also lives in the Buckingham Drive area and traffic is already backed up past this point,

this will make it even harder to manoeuvre out when required especially if turning right. The proposed idea is just going to increase sitting traffic? What a ridiculous idea!

For what? Probably a 15-30 second decrease in the bus journey time?

It is also unfair for residents of the area who genuinely live in these areas to have to sit in traffic waiting for the opening point to turn down Marsden Lane, why haven't they opened it up for residents to be able to drive down the bus lane at an earlier point and avoid getting a bus lane fine?

Kind Regards

[Objector 22]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '23'
- DATED 21.10.2022

23.1 Objector '23' sent in these comments

Adding 24 hour bus lanes is crazy, there are more cycle lanes and bus lanes in Leicester than there ever should be, and it's us road tax car drivers who pay for them, When the bus fares are at least half what they are set at now it might be ok for bus lanes, but never 24 hour ones as the service isn't 24 hours running, And when cyclists start paying road tax then they might be ok to have some lanes built for them at their expense seems crazy to keep removing car lanes and changing them into cycle lanes, It's the car driving public who have paid the road tax and the roads should stay for cars.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '24'
- DATED 21.10.2022

24.1 Objector '24' sent in these comments

I find myself both amazed and frustrated to learn that a new section of bus lane along the A426 is under consideration. The continued insistence that bus lanes create a better or safer environment for anyone is incredulous. Particularly in this instance along a stretch of already very busy road which both feeds the southern ring road for traffic leaving the city and allows egress from the ring road for traffic travelling into the city.

The volume of traffic along this stretch of the Lutterworth Road is already high and results in it being nigh on impossible to manoeuvre across when leaving Monsell Drive. To reduce accessible traffic lanes for vehicles other than buses, cycles and taxis will only make matters worse.

Queuing traffic has become the norm along this stretch of road at any time of day (not just during 'rush hour'), and the introduction of a bus lane will result in more standing traffic belching noxious fumes and polluting the atmosphere to a greater degree.

The traffic backing up along Soar Valley way across the day is already problematic and the introduction of a bus lane will only exacerbate matters.

As you can tell from my email I object in the strongest possible terms to any expansion of the bus lane.

I firmly believe that traffic management, safety (for all) and pollution levels would improve should bus lanes be removed altogether. I realise that so long as the current blinkered approach to traffic management in this city/country persists this is not an outcome to wait for with any optimism.

My current experience of the bus lane leading into Aylestone from Soar Valley way is one of being verbally abused by Park and Ride drivers when required to wait whilst cars merge into the one available lane. On one particular occasion whilst travelling into the city on a Friday evening a Park and Ride driver actually threw rubbish out of his cab and onto my car in a very aggressive manner because he was too impatient to wait as all motorists are required to in queuing traffic. It would not be so ridiculous if Park and Ride buses were required to stop and pick up passengers along this route, but it appears they are employed to serve the very few people living out of town who wish to use what is an extremely underused service.

I wonder if the proposers of this extension to the already 'unnecessary' bus lane have any facts and reasoned argument to support such a proposal. If so I would be interested to know where such information is held and how it can be accessed.

Yours

[Objector 24]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '25'
- DATED 21.10.2022

25.1 Objector '25' sent in these comments

I do not agree with this proposed extension of the 24/7 bus lane as the traffic along Lutterworth Road down toward the junction is already heavy at certain times of the day because of the bus lane. I live in Aylestone Village on Franklyn Road; I am a registered community nurse and have to use my car for visiting patients in the community on a daily basis. I cannot use a bus for my work as the buses do not go to the streets and roads that I need to go to see my patients. There are also lots of other people who have to drive for their jobs. The bus

lanes just make it a longer journey for us, stuck in traffic for hours on end, using fuel and polluting the atmosphere.

Extending the bus lane would make it a miserable stressful journey getting home for people living in Aylestone village. Extending the bus lane would cause delay for buses as there isn't enough room for vehicles to queue back along the road from the junction, very often there is a backlog that extends back to the lights on the junction preventing people turning left onto Lutterworth Road. Extending the bus lane would mean that the vehicles trying to turn onto or join Lutterworth Road would have to use both lanes before the bus lane so as not to block the junction. Therefore, the bus would be stuck at the top of this queue as there would not be enough room for all the cars to join Lutterworth road.

If the council are thinking of doing this, they need to update the junction further down the road at Middleton Street lights. This junction is out of date and does not allow for the heavy traffic that has to use it. It doesn't matter which way you go home, either Lutterworth Road or Middleton Street, you are always stuck in traffic.

Perhaps we should ask the Labour councillors to come and live in Aylestone for a while so that they are stuck in traffic at every busy period trying to get home and see how it feels. There are not many buses that use the bus lanes and the Taxis that are allowed to use them are nearly always empty!! How is that saving the environment?

Don't get me started on the cycle lanes with the upright poles still there, they are ridiculous and an eye sore. "

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '26'
- DATED 21.10.2022

26.1 Objector '26' sent in these comments

'I would be grateful if you could forward my objection to the council. Although I agree with bus lanes, I for one now regularly use the bus, I think having a bus lane in the proposed section of road will be detrimental and cause congestion and increase pollution.'

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '27'
- DATED 21.10.2022

27.1 Objector '27' sent in these comments

[Objector 27] objects to the proposed extension of the 24/7 bus lane on Lutterworth Road. He says it's another ill-considered idea from the council, he says it does not need to go ahead.

[Objector 27] knows the local traffic conditions very well because he lives on Lutterworth Road near to the junction of Buckingham Drive and every morning he says it's a nightmare to get out of his driveway.

Also coming up Soar Valley Way to Lutterworth Road can get very congested and polluted at times especially when there is a football match on, so this proposed extension to the bus lane would just add more congestion than it already has.

[Objector 27] wants to know why the bus lanes operate 24/7 when buses stop running at 11.00pm and Saturday and Sunday's not so often?

Why don't the council introduce a peak period bus lane 7am - 9.30 am and 4pm until 6pm similar to the bus lanes which are currently operated on London Road, Welford Road, and Saffron Lane.

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '28'
- DATED 21.10.2022

28.1 Objector '28' sent in these comments

[Objector 28] of 49 Conaglen Road, Old Aylestone, LE2 8LE objects in the strongest terms to the proposals to extend the 24/7 bus lane on Lutterworth Road.

[Objector 28] says she attended meetings at the Baptist Church regarding the proposed housing development on Franklyn Fields (off Lutterworth Road) and the residents were told that the bus lane would not be extended. Therefore can the council please explain why residents were misled.

[Objector 28] asks, was the access and egress for the housing development on Franklyn Fields properly assessed and scrutinised by highways officers prior to the approval of the planning application?

[Objector 28] asks, if the junction with Lutterworth Road and the approved housing estate is unsafe and impacting on traffic movements why didn't the

council's highways officers raise these concerns before the application was approved?

[Objector 28] asks, on what date did the council become aware that the junction was unsafe and or impacting on traffic movements ?

[Objector 28] asks, did the professional highways officers prior to approval of the housing scheme recommend that the bus lane should be extended?

If the council extends the bus lane it's going to make it even more difficult and dangerous coming out of or going into Buckingham Drive, Monsell Drive and Morcom Drive.

A longer bus lane will just push the queuing traffic further up the road; so the likely knock-on effect will be more congestion and pollution around the junctions.

The Glenhills/ Soar Valley Way/ Lutterworth Road junction already has the worst air pollution in Leicester so the council's proposals will only make air quality worse.

The scientific evidence is crystal clear; that high levels of air pollution are created by vehicles idling in queues of traffic and that exposure to traffic-related air pollutants and their sources are associated with respiratory and asthma morbidity in children.

The council has no right to produce policies or implement schemes which they know will cause an increase in congestion and air pollution which will have a detrimental impact on the health of local residents, especially to the health of children.

How many more people are going to have asthma or other respiratory problems before the council accepts that their multi million-pound Modal Shift experiment with the 24/7 bus lanes (on Lutterworth Road) has not worked?

Can the council please address all the specific questions raised by my constituent.

Could the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '29'
- DATED 21.10.2022

29.1 Objector '29' sent in these comments

[Objector 29] have contacted me to object to the proposed bus lane extension on Lutterworth Road.

[Objector 29] feel it's ridiculous to want to extend the bus lane; as residents they have to already negotiate turning right out of Buckingham Drive in heavy traffic when it is difficult to see what is coming and the fact other inconsiderate drivers already block the gap to get out. Something needs to be done to assist residents with this issue for example a yellow box junction or keep clear road markings across all four lanes. The bus lane extension would create even more difficulties and road safety dangers.

Also the volume of traffic on Lutterworth Road makes it a very dangerous road to cross on foot which will only increase as the houses on the new estate are purchased. So the council needs to install a pedestrian refuge on Lutterworth Road between the two bus stops.

The buses get through quite easily with what is already in place. [Objector 29] say the people who come up with these ideas want to live around here, match day is even worse.

[Objector 29] say the bus lane should only apply at peak times similar to the bus lanes which currently operate on London Road, Welford Road, and Saffron Lane.

[Objector 29] ask why does the bus lane have to be 24/7?

[Objector 29] say they are totally opposed to the proposed extension, the council tried it before when Morcom Drive was put in from the bus stop before it and then changed back to how it is - have they got nothing else to waste money on?

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '30'
- DATED 21.10.2022

30.1 Objector '30' sent in these comments

[Objector 30] wish to strongly object to the current proposal to extend the bus lane on Lutterworth Rd.

They say that the suggestion is a ridiculous idea and they do not agree at all with the claims made about its necessity.

[Objector 30] say the proposal will cause more congestion and air pollution. It will not actually increase bus priority - it will not help in any way with road safety or improved traffic movements in the area.

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '31'
- DATED 21.10.2022

31.1 Objector '31' sent in these comments

As we have mentioned before we do not agree with the already existing 24/7 bus lanes without making it more hazardous and inconvenient by extending them.

This will result in chaos every day instead of just on match days, with increased volumes of traffic, air pollution, accidents and hold ups.

Perhaps the council could make the bus lanes peak time only in line with other main roads?

We feel that Aylestone in particular is being discriminated against for the sake of profiteering by the council.'

Can the council please reply to my constituent at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '32'
- DATED 21.10.2022

32.1 Objector '32' sent in these comments

[Objector 32] objects in the strongest possible terms to the proposals to extend the bus lane on Lutterworth Road.

The likely impact of the proposal to extend the bus lane will create more congestion and more pollution in the vicinity of the bus lanes and an increase in accidents around the junctions.

If the council was genuinely serious about making the road network safer, improving air quality and the free flow of traffic they would make these bus lanes peak period only.

[Objector 32] says when you get off the bus at Monsell Drive after food shopping you can't be expected to walk right up-to the crossing at Soar Valley Way, especially the older people who live down in Buckingham Drive and Highgrove Crescent. So if the council was genuinely serious about making the road safer they would make sure that a pedestrian refuge was installed on Lutterworth Road between the two bus stops (because at the moment you have to take your life in your hands to cross the road) as the speed of cars in both directions is a complete nightmare.

[Objector 32] says if the council was genuinely serious about making the road safer around the junction of Buckingham Drive /Lutterworth Road what has to happen is a yellow box junction should be installed right across the road or keep clear markings need to be written across all four lanes of Lutterworth Road because at the moment making a right turn out of Buckingham Drive is incredibly dangerous. Unless someone is kind enough to let us out.

Extending the bus lane will just create more unnecessary congestion on Lutterworth Road. Air pollution around the junction is considered to be the worst air quality in the whole of Leicester, that's worse than it is in the city centre. The council should take this seriously and not introduce a scheme which will result in further reductions in the quality of life for local residents especially for those people suffering with health problems like asthma and respiratory problems due to the high level of air pollution in the area. Surely the council has a statutory duty to only implement schemes which will bring about positive improvement in air quality and road safety.

[Objector 32] says the bike lanes are rarely used as cyclists use the pavement right down Lutterworth Road.[Objector 32] says she has never seen a cyclist use the bike lanes. [Objector 32] says she was nearly knocked down by a cyclist on the pavement who then had the audacity to make an offensive hand gesture at [Objector 32] and also shouted disgusting abuse at her.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '33'
- DATED 21.10.2022

33.1 Objector '33' sent in these comments

[Objector 33] of 2 Fontwell Drive, LE2 9NL are totally against the council's proposals to extend the bus lane on Lutterworth Road.

The 24/7 bus lane is not justified or reasonable, surely a peak time bus lane is much more appropriate for Lutterworth Road, just like the bus lanes which are currently operating on London Road, Welford Road, and Saffron Lane.

The congestion caused by the bus lane has made it incredibly difficult to get out at the junction at the top of Gilmorton Avenue, basically because drivers have been queueing for so long they're unwilling to let anybody come out onto

Lutterworth Road. It's also very dangerous making a right turn towards Blaby because of the bus lane and as a result of all the congestion.

The bus lane has only created more problems with air pollution caused by stationary traffic on the roads and even more people living along the route are now exposed to increased levels of air pollution.

[Objector 33] say that the council should come out and experience the queuing traffic and air pollution before making their decisions because this is total madness. A number of cars cut through the back roads to avoid, to bypass the congestion caused by the bus lane on Lutterworth Road, which is evidence in itself of the detrimental knock-on impact of the bus lane and related congestion on Lutterworth Road.

The buses don't currently get held up on Lutterworth Road, but the likely consequences of a longer bus lane on Lutterworth Road will be more congestion and pollution

and a reduction in road safety around the junctions and may actually cause delays for the buses as they are unable to clear the Soar Valley Way/Lutterworth Road junction.

[Objector 33] suggest that the current proposal is an attempt to impose a stealth tax on drivers.

Could the council please reply to my constituents at [Personal address details removed] and copy me into the response at Nigel.Porter87@ntlworld.com

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '34'
- DATED 21.10.2022

34.1 Objector '34' sent in these comments

I've campaigned against the 24/7 bus lane for very many years and live in the area. So I'm totally against the council's proposals to extend the bus lane on Lutterworth Road.

The 24/7 bus lane is not justified or reasonable, surely a peak time bus lane is much more appropriate for Lutterworth Road, just like the bus lanes which are currently operating on London Road, Welford Road, and Saffron Lane.

The congestion caused by the bus lane has made it incredibly dangerous on the road around the junctions to the side roads and driveways.

The bus lane has only created more problems with air pollution caused by stationary traffic on the roads and even more people living along the route are now exposed to increased levels of air pollution. Both short- and long-term exposure to air pollution can lead to a wide range of diseases, including stroke,

chronic obstructive pulmonary disease, trachea, bronchus and lung cancers, aggravated asthma, and lower respiratory infections.

The council has no right to produce policies or implement schemes which they know will cause an increase in congestion and air pollution which will then have a detrimental impact on the health of local residents.

When are the council going to admit that their multi million pound 'Modal Shift' experiment with the 24/7 bus lanes (on Lutterworth Road) has failed?

The buses don't currently get held up on Lutterworth Road, but the likely consequences of a longer bus lane on Lutterworth Road will be more congestion/ pollution and a reduction in road safety around the junction of Soar Valley Way/ Lutterworth Road and may actually cause delays for the buses as they are unable to clear the junction.

The current proposal from the Labour led council is an attempt to damage the health of local residents and to impose a stealth tax on motorists.

I respectfully request that the council abandon this proposed extension of the bus lane and that instead the council invest its time and money in installing a refuge for pedestrians between the bus stops on Lutterworth Road.

The Labour led council should work to improve road safety around the junctions of Morcom Drive, Monsell Drive and Buckingham Drive by installing yellow box junctions or keep clear road markings across all four lanes of Lutterworth Road.

The Labour council must urgently work to improve traffic flow on Lutterworth Road so that the air quality in the area improves.

The council needs to move the bus lanes to peak periods only.

It's completely unacceptable that the worst air quality in the whole city is in Aylestone. It's a disgrace; the Labour council should hang their head in shame.

What on earth is going on?

Could the council please reply to me at [Personal address details removed]

Thank you.

Yours sincerely

[Objector 34] PS I may wish to add or amend this representation.

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OBJECTOR '35'
- DATED 21.10.2022

35.1 Objector '35' sent in these comments

Dear Whoever.

Of course I object but what good will that do ? It will be done irregardless. Someone will make a profit and the citizens will have less oxygen to breathe and more stress from long traffic queues when we are unable to get to our homes.

[Objector 35]

OBJECTION SENT TO aylestonelibdems@gmail.com FROM OUT OF TIME
OBJECTOR '36' - DATED 23.10.2022

36.1 Objector '36' sent in these comments

I would like to object to the proposed bus Lane extension. I live on Lutterworth Road and would be concerned by the blocking of traffic and pollution.

Many thanks
[Objector 36]