

Leicester
City Council

WARDS AFFECTED: Aylestone, Eyres Monsell, Freeman

**Highways and Transportation Scrutiny Committee
Cabinet
Council**

**4 JANUARY 2007
15 JANUARY 2007
25 JANUARY 2007**

PORK PIE & ATTLEE WAY/GLENHILLS WAY IMPROVEMENT

Report of the Corporate Director Regeneration and Culture

1 Purpose of Report

- 1.1 To seek authority to let a contract for the construction of a scheme to improve the Pork Pie junction and nearby lengths of the Outer Ring Road and to construct it in 2007/08.

2 Summary

- 2.1 In January 2006, Cabinet did not support an earlier proposal for the improvement of these roads and junctions, principally on the grounds that the scheme put forward included the widening of Glenhills Way. Instead Cabinet resolved "that having regard to the views of both the Highways and Transportation Scrutiny Committee and the Area Committee on this matter, officers be asked to bring back as a matter of urgency, a further report which provided costed options, with benefits and disbenefits of constructing the scheme in two phases, with the Area Committee being consulted on the report, if time permitted."
- 2.2 Officers have prepared a revised proposal which excludes the widening of Glenhills Way. This scheme, whilst it does not produce all the benefits expected from the earlier proposal, will bring benefits in terms of improved bus journey times, improved road safety, improved facilities for cyclists and pedestrians, and easier driving conditions at the Pork Pie island itself. Additional survey work and data analysis has been necessary, together with a complete scheme re-design.
- 2.3 In addition, extensive consultations with the public and ward councillors have taken place and the results of these are included in this report. To date there has been broad support for the proposals. Officers will consult with the Aylestone, Eyres Monsell and Freeman Area Committee at its meeting on 12 December 2006, and any resolution of that Committee will reported to both Scrutiny and Cabinet. This work has taken considerable time to carry out, and, mindful of the text of the Cabinet resolution, the Cabinet Lead member has been kept informed of developments.

3 Recommendations

3.1 The views of Scrutiny are sought.

3.2 Cabinet is recommended to:

- Recommend to Council to authorise expenditure of £2,713,000 in 2007/08 and £265,000 in 2008/09, to be funded from the Integrated Transport and Capital Maintenance blocks within the Single Capital Pot.
- Subject to approval of the above, to authorise the Director of Regeneration and Culture to enter into a contract for the construction of the scheme.

3.3 Council is recommended to authorise expenditure of £2,713,000 in 2007/08 and £265,000 in 2008/09, to be funded from the Integrated Transport and Capital Maintenance blocks within the Single Capital Pot.

4 Financial & Legal Implications

Financial Implications

4.1 The total cost of the scheme is £3,331,000, including expenditure from the approved 2006/07 capital programme, which will come from the Integrated Transport and Capital Maintenance blocks within the Single Capital Pot. Details of the expenditure appear in the supporting information at paragraph 7.1.
Martin Judson, Head of Finance R&C, 27 November 2006

Legal Implications

4.2 The reconstruction of the roads will involve the City Council in some Part 1 claims. An allowance for the cost of this is included within the estimate.

4.3 The Council will have a statutory duty to provide noise insulation to all eligible properties. An allowance for this is included within the estimate.
Jamie Guazzaroni, Solicitor, Legal Services, 27 November 2006

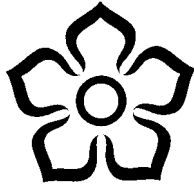
4.4 Appropriate Traffic Regulation Orders and pedestrian crossing and cycle lane construction works together with any traffic calming measures will need to be implemented in accordance with the Road Traffic Regulation Act 1984 and Highways Act 1980 respectively, should the proposals be approved.
Jamie Guazzaroni, Solicitor, Legal Services, 27 November 2006

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DECISION STATUS

Key Decision	No
Reason	Policy and Budget framework
Appeared in Forward Plan	Yes
Executive or Council Decision	Council



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Report

1. Background

- 1.1 In January 2006, Cabinet did not support an earlier proposal for the improvement of these roads and junctions, principally on the grounds that the scheme put forward included the widening of Glenhills Way. Officers were asked to prepare a revised scheme in with two stages, the first of these to exclude the widening of Glenhills Way.
- 1.2 Following that meeting, consultants White Young Green were asked to carry out further data collection and analysis so that an assessment could be made of the likely benefits of a revised scheme which excluded the road widening. This work was carried out between February and May 2006, and concluded that, whilst the revised scheme does not produce all the benefits expected from the earlier proposal, it will bring benefits in terms of improved bus journey times, improved road safety, improved facilities for cyclists and pedestrians, and easier driving conditions at the Pork Pie island itself.
- 1.3 Plans for public consultation were prepared and circulated to ward councillors. None of them raised major objections to the revised scheme, and, following, a discussion with the Cabinet Lead Member, it was agreed that the revised scheme should go to public consultation.
- 1.4 Public consultation took the form of a questionnaire and two exhibitions, which were held at the end of October and the beginning of November. Response rates were, in both cases, low, and this may suggest that, unlike the previous scheme, there is a low level of public concern about the proposed changes. Responses to the questionnaire showed that a significant majority of those who replied were in favour of the scheme being constructed.

2. Description of the scheme

- 2.1 The revised scheme will provide traffic signal control at the four main approaches to the Pork Pie roundabout. Bus and cycle lanes will be provided on the two Saffron Lane approaches, which have been designed to allow buses to advance to the head of the queue without any net impact on the capacity of the junction.

All six arms of the junction will have pedestrian and cycle crossing facilities, although those of Stonesby Avenue and Wigston Lane are, of necessity, set back to maintain the capacity of the junction. All road users will benefit from these changes, including motorists, who, in a national survey carried out in late 2005, described the Pork Pie roundabout as the third worst in the country. Not the least of these benefits will be a significant reduction in the number of people hurt in road accidents at the junction, which had 26 casualties over three years from 2003 to 2005.

- 2.2 The revised scheme also upgrades the crossings on Glenhills Way to permit their use by cyclists and provides for an additional toucan crossing to the west of Sturdee Road. Late-running buses fitted with star-trak equipment will be able to call the crossings at Pasley Road and Sturdee Road to help them get on to Glenhills Way in order to try to help them get back on time.
- 2.3 The proposal to reverse the flow of traffic on a section of Southfields Drive near the library and the proposal to close off Glenhills Boulevard South at its junction with Pasley Rd are designed to prevent rat-running in parts of the adjoining slip roads. In the case of the traffic from Southfields Drive this would now exit at Greenside Place onto Stonesby Avenue at a new mini Roundabout to be provided as part of the scheme. On the closed section of Glenhills Boulevard a new exit and entrance – left turn only - would be constructed on to Glenhills Way, before the existing pedestrian crossing.
- 2.4 In addition, the contract for the scheme will include highway maintenance work on Saffron Lane between the Pork Pie Island and Trenant Road.

3. The key changes

- 3.1 The biggest change is, of course, the removal of the proposed widening of Glenhills Way. The effect of this is to bring about a lower capacity than would have been the case with the earlier scheme, though this will not be less than at present. In addition, a number of features of the previous scheme cannot be accommodated without the widening, including the closure of Sharpland to through traffic, and the provision of an additional toucan crossing over Glenhills Way at Markland.
- 3.2 We do not now propose to signalise the junction of Pasley Road and Glenhills Way nor provide a bus-only right turn, though, since more people now travel along Pasley Road in buses than in cars, Members might want to revisit this decision at a later date.
- 3.3 Changes at Pork Pie include the reduction of the circulating lanes from 3 to 2 on one arm of the junction, making the island more oblate and shifting its position slightly. This repositioning of the island has meant that we can save most of the trees on the north-east corner that would have been lost under the previous scheme.
- 3.4 Nevertheless, despite the loss of these benefits the revised scheme has benefit and is recommended to Members for their approval.

4. Consultation

4.1 Public consultation on the revised scheme took place in October and November 2006. The consultation took the form of a letter drop and two local exhibitions for the three wards affected. The result of the returns from the consultation was: -

4.2 Do you think the scheme is necessary?

Yes	No	No comment
32	2	1

4.3 Do you think the proposals are acceptable?

Yes	No	No Comment
22	8	5

4.4 The majority of respondents were in favour of junction improvement works at the roundabout. Some of those who did not accept the proposals required additional works be done such as a noise/sight barrier along Glenhills Boulevard others wanted aspects of the scheme altered such the position of the toucan crossing on Wigston Lane.

4.5 Of the 8 responses who did not consider the scheme proposals acceptable, approximately 50% were against the scheme on all grounds. Of the remainder it has been possible to meet the expressed requirements of some, predominantly by extending the noise fencing.

4.6 Details of where we have been able to cater for these requests are included in Section 5.

5. Modifications made in the light of consultation

5.1 As a result of the various representations made during all rounds of consultations, and, in the light of new traffic counts, a number of changes have been made to the scheme, of which the most significant are as follows.

- The design of the Pork Pie island itself has been altered. This is because the new junction count figures showed a change that has enabled the original design to be improved.
- The proposed arrangements for Glenhills Boulevard South, designed to prevent rat-running, have been modified to try and address the requests of the residents along that stretch of road, as far as possible.
- Noise fencing along the north side of Glenhills Way to reduce noise and visual impact has been extended nearer to Lutterworth Road. This is in response to worries expressed by residents caused by the widening of the road on that side.
- 120 semi mature trees are to be planted along both sides of Glenhills Way. This is to fill in gaps in the existing tree line on the north side and to provide trees on the south side where it currently does not have them.

6. The Issues raised during consultations

Street/Area concerned	Comments
Glenhills Boulevard	In general the residents in this area were in agreement with the new scheme, albeit with some secondary concerns. These primarily revolved around noise/pollution issues with residents calling for more trees/shrubs to the south side of Glenhills Boulevard and more priority being placed on reducing pollution at the junction.
Pasley Road	A small number of comments were received from residents in this area, with the main issue being with the proposed blocking up of the Boulevard at its junction with Pasley Road. This route was not perceived as a problem for 'rat running' by one resident who believed that speed humps would suffice in this regard anyway.
Saffron Lane	Residents in this area were generally opposed to the scheme. They believed that the modifications would cause more congestion and questioned the inclusion of a bus lane on the south side of Saffron Lane where they believed the demand for buses did not warrant this.
Sharpland	Residents in this area had mixed feelings about the scheme, with requests including extending the environmental barriers to reduce noise/pollution and eliminating the possibility for 'rat running' between Glenhills Way and Sharpland.
Whitteney Drive	Feedback from residents in this location was very positive in favour of the scheme with no issues being raised.
Stonesby Avenue	One resident in this location believed that the main source of congestion was occurring through tail backs from Soar Valley Way and this was not being addressed. There was some resistance to the proposed mini roundabouts due to the increased pollution associated with them.

Wigston Lane	Residents in this location in general were in favour of improvements at the junction although they did not agree with certain elements of the proposed scheme. The objections were variable, including issues such as a belief that cycle lanes and bus lanes were not required as they were either not used enough to warrant their inclusion or would add to the congestion problems. Also one resident believed that a pedestrian crossing on Wigston Lane is dangerous as motorists are currently speeding down Wigston Lane and losing control at the point where the crossing would be located. They did not believe that there was anything in the scheme that would encourage motorists to slow down here. These views were echoed by a resident of Saffron Lane.
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7 Detailed Financial Implications

7.1 The total cost of the scheme is £3,331,000, including expenditure from the approved 2006/07 capital programme, which is made up as follows:

	2006/7	2007/8	2008/9	TOTAL
	£000's	£000's	£000's	£000's
COSTS				
Statutory Undertakers & Advanced works	265.0	0.0	0.0	265.0
Scheme costs	0.0	2,563.0	250.0	2,813.0
Design and Supervision	63	125	10	198.0
Project management costs	25	25	5	55
TOTAL COSTS	£353.0	£2,713.0	£265.0	£3,331.0
FUNDING				
Integrated Transport	353.0	2,413.0	265.0	3,031.0
Highways Maintenance (Capital budget)	0.0	300.0	0	300.0
TOTAL FUNDING	£353.0	£2,713.0	£265.0	£3,331.0

7.2 In order to save costs by allowing the scheme to be built in a single go without a break for the Christmas moratorium, a decision on expenditure needs to be made prior to Council setting its budget for 2007/08. However, the size of the settlement for transport expenditure included by the Department for Transport in next financial year's Single Capital Pot will be known by the time Cabinet and Council are asked to make any decisions on this proposal.

Martin Judson, Head of Finance R&C, 27 November 2006

8. OTHER IMPLICATIONS AND RISK ASSESSMENT

8.1 Other implications

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	Yes	The contractor will be encouraged to use local labour and suppliers.
Policy	Yes	<ul style="list-style-type: none"> The Council's Public Transport Strategy The Council's Cycling Policy The Council's Pedestrian Policy The Council's Strategy to reduce the number of road casualties.
Sustainable and Environmental	Yes	<ul style="list-style-type: none"> The outcome of the scheme will reduce the noise levels for a large number of residents on Sharpland and Glenhills Boulevard north. It will enhance the surrounds with many additional trees, shrubs and bushes which do not currently exist. It will reduce the visual impact for a large number of residents on Sharpland and Glenhills Boulevard north. The pollution levels will not be worse than currently experienced by houses along the route of Glenhills Way.
Crime and Disorder		Improvement to pedestrian and cycling safety by improvements to lighting.
Human Rights Act	N/A	
Older People on Low Income	N/A	

8.2 Risk assessment

	Risk	Likelihood L/M/H	Severity Impact L/M/H	Control Actions (if necessary/or appropriate)
1	The scheme may cost more than estimated	M	M	A project management structure, with both a project director and project manager, is in place
2	The scheme is not approved, affecting LTP2 targets to be met and consequently having an impact on the CPA 'environmental block' score.	L	H	A robust value for money scheme is presented incorporating comments from public consultation. Other schemes could be brought forward but contributions to LTP2 targets may be reduced

L - Low
 M - Medium
 H - High

L - Low
 M - Medium
 H - High

9. Background Papers – Local Government Act 1972 Report to Cabinet - Pork Pie & Attlee Way/Glenhills Way Improvement – 24 January 2006

10. Consultations

Consultee

R&C Head of Finance

Head of Legal Services

Householders and business within 200m of the proposed works

Date Consulted

27 November 2006

27 November 2006

October &

November 2006