

Executive Decision Report

**Connecting Leicester
Aylestone Road – Putney Road - Welford Road**

Decision to be taken by: Deputy City Mayor Environment
and Transport

Decision to be taken on: 14 April 2021

Lead Director: Andrew L Smith



City Mayor

Useful information

- Ward affected: Saffron and Castle
- Report author: Andrew Smith
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- Report version number: v1

1 Summary

- 1.1 The purpose of this report is to seek approval for delivery of Connecting Leicester cycle and walking infrastructure at Aylestone Road and Putney Road, linking to Welford Road.

2 Recommendations

- 2.1 The Deputy City Mayor Environment and Transport is recommended to:
- a) Approve implementation of Connecting Leicester cycle and walking infrastructure at Aylestone Road and Putney Road, linking to Welford Road.
 - b) Note the cost will be met from the current Transport Improvement Works budget, funded from government grants.

3 Supporting information:

Background

- 3.1 Approval was given in November 2017 for a £4.9m link road to open up a highway link between Putney Road and Aylestone Road and this was subsequently included in the council's capital programme. Subsequently consultation and review has been carried out which has taken into account new and planned developments and opportunities to provide high quality cycle and pedestrian linkages that were not included in the original scheme bid.
- 3.2 New developments and cycling and walking scheme proposals have since come forward that should be considered alongside the Putney Road link road scheme. A new major development scheme is being delivered at the junction of Putney Road and Welford Road to construct new student accommodation and academic space for the University of Leicester (UoL). Leicester City Football Club (LCFC) is working on development proposals for the stadium area. The council has also been successful in securing Transforming Cities Fund to improve cycling access along Aylestone Road, adjacent to Leicester Tigers and Leicester College sites, and also on Saffron Lane. More recently the first Covid19 Key Worker pop up corridor was created on Aylestone Road by the council.
- 3.3 Consultation has been carried out with the council's cycling and walking special independent advisor on options for improving cycling and walking links in this

area. Discussions have taken place with key stakeholders including LCFC and UoL to ensure cycling and walking links can be made with their current and emerging development schemes.

Scheme proposals

- 3.4 Following design review to take into account emerging developments and consultation the following schemes have been identified:
- Two-way segregated cycleway on Putney Road to improve links to the Freeman's Common UoL campus development which includes cycling and walking provision east of the Knighton Tunnel.
 - A high capacity supercrossing at the Aylestone Road/Putney Road West junction to link to LCFC stadium to carry high volumes of pedestrians/cyclists on match days.
 - A new signalised toucan crossing for pedestrians and cyclists on Commercial Square.
 - Provision will be made to connect the upgraded Putney Road junction to the Transforming Cities Programme cycleway schemes to be constructed on the Aylestone Road/ Saffron Lane corridor.
- 3.5 For cost efficiency and convenience of delivery to minimise disruption, these schemes would be carried out at the same time as the Putney Road link road works between summer 2021 and summer 2022.
- 3.6 The works have been costed and inclusive of contingencies it is proposed that an allocation of up to £2.9m is made to cover these items. These works are able to be fully funded through Government DfT grants held in the council's Transport Improvement Works Programme.

5 Financial, legal and other implications

5.1 Financial implications

This report proposes to use £2.9m of the current approved Transport Improvement Works budget towards cycle and walking infrastructure at Aylestone Road and Putney Road, linking to Welford Road. This budget is funded by DfT grants.

The Putney Road link road project is in the current approved Capital Programme as an immediate start with an allocated budget of £4.9m, partly funded from the National Productivity Investment Fund (£3.4m).

Amy Oliver, Head of Finance

5.2 Legal implications

The Council has a general power to improve highways pursuant to Part V of the Highways Act 1985 (as amended), and under s.65 a highway authority may, in or by the side of a highway maintainable at the public expense by them which consists of or comprises a made-up carriageway, construct a cycle track as part of the highway; and they may light any cycle track constructed by them. In order to carry out these improvements, the Council should ensure it has the necessary statutory consents in place, and has carried out appropriate consultation with the principal stakeholders who are likely to be affected by the proposed works, as mentioned in Section 3 above.

John McIvor, Principal Lawyer, ext. 37-1409

5.3 Climate Change and Carbon Reduction implications

Transport is responsible for around 25% of carbon emissions in Leicester. Following the city council's declaration of a Climate Emergency in 2019, and its aim to achieve carbon neutrality, addressing transport-related emissions is a vital part of the council's work. The schemes to provide cycleways, cycle and pedestrian crossings and a link to the existing cycle network detailed in this report therefore represent an important part of wider works to enable and increase the share of journeys undertaken by low carbon transport within the city.

Aidan Davis, Sustainability Officer, Ext 37 2284

5.4 Other Implications

NA

6 Summary of appendices:

NA

7 Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

8 Is this a "key decision"?

No

9 If a key decision please explain reason

N/A