

# Appendix B

## TRO Objections Received

Six objections were received which are set out below with officer responses sent to each objector set out in blue.

The response to each objector started with the following paragraph

With regards to this email objecting to the proposals for Melton Road: I would like to take this opportunity to respond to your points individually which will also clarify the Council's reasons for the bus lane proposals. Please see a response to each of the points you have raised below.

And ended with the following paragraphs:

If you would like to discuss your objections, we can arrange a Zoom or Teams meeting on Tuesday 05th of October 2021. We would be happy to discuss your concerns, if you can confirm as soon as possible that you would like to discuss the matter further with officers, we can arrange a time for a meeting and send you an invite. However, after reading our response, if you are now willing to withdraw your objection could you please let us know.

In the event that we do not hear from you by Friday 1st October we shall take it that you want your objection to stand without an objectors meeting being held. At which point it will be included in a report for the Director and a decision will then be made as to whether to uphold the objections or not.

### **Objection 1 with Officer response to objection**

I read with increasing alarm your proposals for a bus lane on Melton Road. As a bus user along Melton Road the following thoughts spring to mind.

1) As the present bus services run between 6am & 11pm weekday and later on Saturdays and Sundays, why are the bus lanes for 24hrs? Are you intending to extend the bus operating hours? taxis, other coach users

The existing bus lane is already operating 24 hours and therefore the extension mirrors this to avoid any confusion. Where possible we now implement 24 hour bus lanes across the whole city for consistency and to aid driver understanding. The bus lanes are available for use by all buses and coaches and by Hackney Carriages.

2) The only time the area from Lanesborough Road to Watermead Way is congested is during school pick up times and more so in the evening rush hour and this is caused by the traffic lights at Watermead Way closely followed by the lights outside Sainsbury. Introducing a change to the light sequence would be more beneficial than

bus lanes because all a bus lane will do is push congestion back towards the city centre. It should also be noted that the "safety camera" ensures that traffic will only cross the junction when drivers are convinced, they will get through on green but perhaps you can explain (as it is beyond me) why the other three entrances to the junction are deemed safer than that on Melton Road?

We have recently carried out a modelling exercise and the operation of the traffic signals has been optimised to ensure traffic delays do not increase as a result of the proposed bus lanes.

The safety camera (red light camera located on the outbound side) is beyond the scope of the extension of this particular bus lane. The safety camera was implemented in partnership with the Police (for people jumping the lights). I will pass on your concerns to colleagues involved in this partnership.

The proposals have been designed such that they are generally 'capacity neutral'. A capacity neutral scheme aims to maintain capacity of the highway such that the introduction of the bus lanes does not significantly impact the flow of general traffic. This has been achieved by maintaining the capacity at the junctions and ensuring that the bus lanes are sufficiently setback such that the throughput of traffic remains unchanged.

3) The major congestion on this bus route is nearer to the city centre at,

i) opposite Doncaster Road where parking seems to be freely available (despite double yellow lines) all around the bus stop. Surely a camera or other enforcement would be much more useful here.

ii) along the stretch between Melton Turn and Marfitt Street /Checketts Road junction. This is all single lane so little could be done except prevent parking at the bus stops and around the Lloyds Bank. The present restrictions are not enforced so the traffic is blocked by inconsiderate illegal parking.

With regards to the congestion on other parts of Melton Road, this is beyond the scope of the extension for this particular bus lane and therefore cannot be considered as part of your objection. However, thank you for identifying this problem site, the authority will endeavour to look into this matter separately and investigate this further in the near future.

4) A further observation I would make is that some time ago one of the outbound lanes was partially closed due to roadworks and although two lanes were open part of the way the queue stretched almost back to Lanesborough Road. If the proposed bus lane is introduced, I have a very real fear that the congestion could stretch back through the Marfitt Street junction to Melton Turn and hence into the city centre.

This is a capacity neutral scheme as explained within point two above.

5) I am very concerned as a resident of Oakland Avenue as it is a cul-de-sac, and the only entrance/exit is onto Melton Road. The increased congestion will effectively prevent me from leaving or entering Oakland Avenue at rush hour. I was quite

surprised by the comment in the proposal that there would be no impact on traffic. I do not agree with that at all. I am very concerned that the queues will have a detrimental effect on air quality around the junction as it already has a smell of exhaust fumes. Do you have any readings?

Creating a new bus lane, and extending the existing one, will help improve bus journey times and the reliability of services on this important route. Improved, reliable bus journeys can help encourage people to travel by bus rather than relying on the use of private cars. Making bus travel more appealing can also have the added benefit of alleviating traffic congestion and therefore improving emission levels. With the present climate emergency it is essential to look at promoting alternative ways of meeting the demand to travel. At the same time we must look to accommodate an increasing population with an ever increasing desire to travel, support the businesses and activities in the city centre and do all this within the constraints an historic highway network that cannot reasonably be improved to accommodate an ever increasing volume of traffic. This means making high quality provision for walking, cycling and bus use. We are planning for the future, not just what is visible on street now. As a result, decisions regarding transport have to be made which may not please all users of the network, but we believe it is imperative that we act now to protect future generations from the effects of climate change. They will not thank us for settling for easy answers, now is the time to make these difficult decisions and that is what is being done here.

One double decker bus can typically have 74 passengers which could take the equivalent number cars off the road. The introduction of new bus lanes on busy routes can have a positive impact on bus patronage, with increases of up to 13 per cent recorded in previous schemes.

As this is generally a capacity neutral scheme which has been modelled, an emissions survey is not necessary. The principle aim of the scheme is to encourage drivers to use buses rather than private cars when it is appropriate. The proposed bus lane should not make any further delay for you or cause you any disbenefit.

6) Unfortunately, your proposal has no diagrams of the bus lanes and so I can only pace out approximate distances, but it seems as if the lanes may well extend along the area where there are three points to carry out U turns through the carriageway. It will be impossible to make such a U turn without entering the bus lane. This was not included in your exemptions to enter the bus lane in the proposal. Is it your intention to make it so or will there be breaks in the bus lanes to allow for turns? Failure to do so will mean lorries from the industrial estate and cars are forced to take a longer route passing the school and hence increasing the likelihood of a child being killed or injured.

At preliminary stage a basic plan was posted to all residents within the affected area as part of a letter drop exercise. A current plan of the proposal is available to see on the Leicester City Council web page during the consultation period: <https://www.leicester.gov.uk/transport-and-streets/traffic-regulation-orders/> ; I have also attached a plan for you to see with this email.

Furthermore, following discussions with residents, an alteration to the 'U' turn on Melton Road (north of Oaklands Avenue) is being made.

A contravention is only deemed when travel within the bus lane is for an unreasonable distance. When a Goods vehicle pulls into the bus lane to then make a 'U' turn, it will not meet the criteria of breaching a bus lane and therefore an exemption is not required.

In the event a Goods vehicle is captured the authority uses discretion on making decisions on each particular case.

Hope this has given you some useful feedback & food for thought. If you want to discuss it further I would be happy to do so.

### **Objection 2 with Officer response to objection**

I have just seen a sign regarding the 24hr bus lane, what a terrible idea that is. As someone who drives up and down that road several times a day this will cause traffic mayhem as it is with 2 lanes open for use the traffic can be backed right up to the build yard in the 5pm-6pm rush hour  
I am definitely against the bus lane, I understand the need for free flowing public transport but we all have places to be.

We have recently carried out a modelling exercise and the operation of the traffic signals has been optimised to ensure traffic delays do not generally increase as a result of the proposed bus lanes

The proposals have been designed such that they are generally 'capacity neutral'. A capacity neutral scheme aims to maintain capacity of the highway such that the introduction of the bus lanes does not significantly impact the flow of general traffic. This has been achieved by maintaining the capacity at the junctions and ensuring that the bus lanes are sufficiently setback such that the throughput of traffic remains unchanged.

Creating a new bus lane, and extending the existing one, will help improve bus journey times and the reliability of services on this important route. Improved, reliable bus journeys can help encourage people to travel by bus rather than relying on the use of private cars. Making bus travel more appealing can also have the added benefit of alleviating traffic congestion and therefore improving emission levels. With the present climate emergency it is essential to look at promoting alternative ways of meeting the demand to travel. At the same time we must look to accommodate an increasing population with an ever increasing desire to travel, support the businesses and activities in the city centre and do all this within the constraints an historic highway network that cannot reasonably be improved to accommodate an ever increasing volume of traffic. This means making high quality provision for walking, cycling and bus use. We are planning for the future, not just what is visible on street now. As a result, decisions regarding transport have to be made which may not please all users of the network, but we believe it is imperative that we act now to protect future generations from the effects of climate change. They will not thank us for

settling for easy answers, now is the time to make these difficult decisions and that is what is being done here.

One double decker bus can typically have 74 passengers which could take the equivalent number cars off the road. The introduction of new bus lanes on busy routes can have a positive impact on bus patronage, with increases of up to 13 per cent recorded in previous schemes.

The existing bus lane is already operating 24 hours and therefore the extension mirrors this to avoid any confusion. Where possible we now implement 24 hour bus lanes across the whole city for consistency and to aid driver understanding. The bus lanes are available for use by all buses and coaches and by Hackney Carriages.

### **Objection 3 with Officer response to objection**

I would like to object plans to create a 24 hour bus lane on Melton Road. I am a local resident of the area and this would drastically affect my journey to and from work. I have to use my vehicle for the job role that I do.

We have recently carried out a modelling exercise and the operation of the traffic signals has been optimised to ensure traffic delays do not generally increase as a result of the proposed bus lanes.

The proposals have been designed such that they are generally 'capacity neutral'. A capacity neutral scheme aims to maintain capacity of the highway such that the introduction of the bus lanes does not significantly impact the flow of general traffic. This has been achieved by maintaining the capacity at the junctions and ensuring that the bus lanes are sufficiently setback such that the throughput of traffic remains unchanged

### **Objection 4 with Officer response to objection**

1. The area is already choked with traffic on the two outbound lanes, closing one lane to general traffic and limiting to buses/taxis will increase overall standstill traffic - causing vehicles to idle and reduce air quality.

We have recently carried out a modelling exercise and the operation of the traffic signals has been optimised to ensure traffic delays do not increase as a result of the proposed bus lanes

2. We regularly use melton road and it very difficult to turn right onto melton road as there is a bus lane on our entrance, having another bus lane opposite will be even more hazardous.

The extent of the proposed new bus lanes falls with the in stretch of Melton Road that is dual carriageway with a central reservation and spaces for "U turns". The scheme would not change the ability to turn right on to Melton Road

from side roads. Please see the attached link that includes a plan showing the extent of the scheme.

<https://www.leicester.gov.uk/transport-and-streets/traffic-regulation-orders/>

3. In the existing red bus lane - bus drivers regularly exceeding the speed limit and do not pay attention to other traffic as they have a reserved lane - I myself have witnessed countless collisions in the last 3 years alone where a pedestrian was injured by buses.

Thank you for pointing this out, we will mention this issue to our public transport team to communicate the potential speeding issue to the bus companies. We have undertaken a collision investigation on Melton Road and the results have not identified a cluster site.

4. During school run time morning and afternoon , lanesborough road junction with the roundabout quickly becomes gridlocked as parents collect their children from school. Reducing a further lane will make it impossible to move during school times.

We have recently carried out a modelling exercise and the operation of the traffic signals has been optimised to ensure traffic delays do not generally increase as a result of the proposed bus lanes

The proposals have been designed such that they are generally 'capacity neutral'. A capacity neutral scheme aims to maintain capacity of the highway such that the introduction of the bus lanes does not significantly impact the flow of general traffic. This has been achieved by maintaining the capacity at the junctions and ensuring that the bus lanes are sufficiently setback such that the throughput of traffic remains unchanged.

The proposals are intended to improve reliability and journey times of buses. This would make bus use more attractive and reduce the need for school run car use.

5. Melton road coming out of the city is a major route, the bus lane will not reduce congestion but will add to it.

Please see my previous answer. The plans are designed to be generally capacity neutral.

### **Objection 5 with Officer response to objection**

I object completely to additional/extended 24hr bus lanes on Melton Road! Hardly anyone will decide to use the bus just because maybe once a month it does not get stuck in traffic. You are fooling yourselves as the only thing this is going to do is cause more congestion for motorists and commercial traffic!

Creating a new bus lane, and extending the existing one, will help improve bus journey times and the reliability of services on this important route. Improved,

reliable bus journeys can help encourage people to travel by bus rather than relying on the use of private cars. Making bus travel more appealing can also have the added benefit of alleviating traffic congestion and therefore improving emission levels. With the present climate emergency it is essential to look at promoting alternative ways of meeting the demand to travel. At the same time we must look to accommodate an increasing population with an ever increasing desire to travel, support the businesses and activities in the city centre and do all this within the constraints an historic highway network that cannot reasonably be improved to accommodate an ever increasing volume of traffic. This means making high quality provision for walking, cycling and bus use. We are planning for the future, not just what is visible on street now. As a result, decisions regarding transport have to be made which may not please all users of the network, but we believe it is imperative that we act now to protect future generations from the effects of climate change. They will not thank us for settling for easy answers, now is the time to make these difficult decisions and that is what is being done here.

One double decker bus can typically have 74 passengers which could take the equivalent number cars off the road. The introduction of new bus lanes on busy routes can have a positive impact on bus patronage, with increases of up to 13 per cent recorded in previous schemes.

I do not drive now but I have hardly ever used the bus and have no intention of doing so even if you had a bus service running directly to my front door! People do not want to use buses unless they have to! Get real! Most of the population will use cars as they are direct and point to point. You will never have buses match this and adding more bus lanes is absolutley useless!

Please see our previous answer. The plans aim to make buses more attractive by improving reliability and journey times.

Communication for this change was done to hide what you are planning as people in the wider area who use Melton Road constantly were not made aware of this directly which shows how manipulative you are.

At preliminary stage a basic plan was posted to all residents within the affected area as part of a letter drop exercise. A current plan of the proposal is available to see on the Leicester City Council web page during the consultation period:

<https://www.leicester.gov.uk/transport-and-streets/traffic-regulation-orders/>

Additionally, notices were posted on lamp posts in the affected area and a notice was placed in the Leicester Mercury as per statutory requirements for consultation on new Traffic Regulation Orders.

Stop wasting the public's money on rubbish like this right now as I doubt anyone really would agree with it if they knew about your plans and get in touch with the community properly to come up with real solutions to assist them and help the environment.

## Objection 6 with Officer response to objection

Please record my strong objection to the extension and addition of 24 hour lanes on Melton Road and extra cameras on the grounds that:

1) the community around the area being changed have not been advised of these changes directly and therefore have been unable to voice the problems it will cause them for little to no benefit (the only reason I was made aware of this was due to a Facebook post some made to state the last date for objections is today with a picture of the sign tied to a post, I had not seen this sign on my street, Braemar Drive, even though it's just next to the one that had the signs posted, Hardy's Avenue). The signs tied to post are not easily read by the elderly, hard to spot unless you park or live near one and are only in English when this is a second language for most of the Rushey Mead community.

At preliminary stage a basic plan was posted to all residents within the affected area as part of a letter drop exercise. This involved all streets that have a direct junction onto the affected part of Melton Road. A current plan of the proposal is available to see on the Leicester City Council web page during the consultation period:

<https://www.leicester.gov.uk/transport-and-streets/traffic-regulation-orders/>

Notices were attached to lamp posts in the affected areas and a notice put up in the Leicester Mercury in accordance with statutory requirements for consultation on Traffic Regulation Orders.

2) the change will just mean the bus lanes sit empty most of the time instead of being able to help clear traffic through Rushey Mead like they currently do, this will then lead to more congestion in the area and therefore pollution, more disruption to the majority of peoples journeys and people driving more dangerously as they rush to try and make it through the lights.

We have recently carried out a modelling exercise and the operation of the traffic signals has been optimised to ensure traffic delays do not generally increase as a result of the proposed bus lanes.

The proposals have been designed such that they are generally 'capacity neutral'. A capacity neutral scheme aims to maintain capacity of the highway such that the introduction of the bus lanes does not significantly impact the flow of general traffic. This has been achieved by maintaining the capacity at the junctions and ensuring that the bus lanes are sufficiently setback such that the throughput of traffic remains unchanged.

3) no actual stats or videos have been provided as evidence as to how often and how long buses get delayed along this section of Melton Road. Having been using these roads for 30+ years, across various days and times I can assure you I have never been held up on either side where the proposed bus lane would be for more than 1 or rarely traffic light change in 10 years. Yes that is how well traffic flows



through this section of Melton Road which is why I cannot understand what has made this proposal occur. The only thing that has made traffic be held up longer is the more complex light system following Sainsburys arrival to the area but the flow of traffic has been incredibly well still. I propose you join me in an hour or to observing the traffic flow in the area so we can see how much you plans will help or hinder.

The proposals are aimed at ensuring that we have a road network that promotes sustainable transport. The bus lane will ensure that the journey time of the bus route is maintained into the future. The modelling suggests that there is some queuing and delay at the Melton Road/Troon Way/Sainsbury's junction.

4) the change will do nothing to help bus use uptake. People who use buses will do so as they cannot use their own vehicle most of the time. As soon as they can drive or get a car of their own they will. People do not give up using a bus because their journey might take a few minutes longer some days and they therefore will not start using a bus just because you say it is now a more reliable service. They use cars as they are more convenient and making bus lanes everywhere will never change this.

Creating a new bus lane, and extending the existing one, will help improve bus journey times and the reliability of services on this important route. Improved, reliable bus journeys can help encourage people to travel by bus rather than relying on the use of private cars. Making bus travel more appealing can also have the added benefit of alleviating traffic congestion and therefore improving emission levels. With the present climate emergency it is essential to look at promoting alternative ways of meeting the demand to travel. At the same time we must look to accommodate an increasing population with an ever increasing desire to travel, support the businesses and activities in the city centre and do all this within the constraints an historic highway network that cannot reasonably be improved to accommodate an ever increasing volume of traffic. This means making high quality provision for walking, cycling and bus use. We are planning for the future, not just what is visible on street now. As a result, decisions regarding transport have to be made which may not please all users of the network, but we believe it is imperative that we act now to protect future generations from the effects of climate change. They will not thank us for settling for easy answers, now is the time to make these difficult decisions and that is what is being done here.

5) the public are being encouraged to be more green and we are trying to take up eco-friendly cars but these bus lanes being introduced by the council will still penalise those people that have spent money and gone out the way to help the environment already by getting "green" cars.

As previously stated in response to you first point, this scheme is "capacity neutral". The principle aim of the scheme is to encourage drivers to use buses rather than private cars when it is appropriate. The proposed bus lane should not make any further delay for you or cause you any disbenefit. Nor for any other car users

6) from a safety point my turn in to Hardy's Avenue will be more dangerous now as if I understand right the majority of the left lane of Melton Road there will be a bus lane

now to so I'll have to slow down the right lane traffic to change into the left one before I make my turn whereas currently I can remain in the left lane down Melton Road and slow down at the turn while allowing the rest of the traffic to continue at pace down Melton Road. The same applies for any other turnings off Melton Road where the proposed bus lanes will now be.

A contravention is only deemed when travel within the bus lane is for an unreasonable distance. When a vehicle pulls into the bus lane to then make a left turn at a safe distance from the junction, there will be no contravention

7) the main change this community needed was something done to tackle boy racers along Troon Way and Melton Road. Too many serious accidents have happened on Troon Way, frequently so severe that cars have been completely turned upside down, and the stats should indicate this and be a sign change is needed. Instead of adding a bus lane and lowering the speed limit, which these boy racers will still break no doubt, we needed speed cameras on these roads and harsher penalties to stop the roads being used for drag races.

With regards to the problems you mention on other parts of Melton Road and Troon Way, this is beyond the scope of the extension for this particular bus lane and therefore cannot be considered as part of your objection. However, thank you for identifying this problem site, the authority will endeavour to look into this matter separately and investigate this further in the near future

I look forward to your response on these points and implore you contact the community directly and arrange proper discussions on these changes.