



Leicester
City Council

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

31 August 2022

**The Leicester (Consolidation) Traffic Regulation Order 2006 (Various Roads)
(Amendment) Order (No. 329) 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 approve the proposed Traffic Regulation Order.

2. Summary

- 2.1 The Council plans to undertake work to reconstruct the junction of Groby Road/Blackbird Road/Woodgate/Fosse Road North (known as “Five Ways”) for the purpose of enabling development at Waterside, to improve road safety, to improve the amenity of Woodgate, to improve amenity and access for pedestrians, cyclists, and access for public transport and for the strategic management of traffic flow.
- 2.2 The scheme was presented to the EDTCE on 23 March 2022 alongside other Transforming Cities Fund projects. The Commission supported the scheme, with some concerns raised regarding flooding (see Appendix D)
- 2.3 Due to the changed nature of the roads, it was therefore proposed that a Traffic Regulation Order should be implemented on the grounds set out in paragraph 4.3.
- 2.4 The proposed Order was advertised from Monday 11th July 2022 to Monday 1st August 2022. Two 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 the consultation report for the scheme. Written replies were sent to objectors and a meeting was held with two of the objectors on Thursday 11th August 2022. Officers explained to the objectors the reasons for proposing the scheme and

asked the objectors to reconsider their objections in light of the information given. None of the objections have been withdrawn.

- 2.5 The Order does not advertise the introduction of the bus lane on Fosse Road North, but is instead limited to the amendment of waiting, loading, and manoeuvre restrictions. The bus lane will be introduced in a separate order.

3. Recommendation

- 3.1 It is recommended that:

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

4. Background

- 4.1 As part of the Transforming Cities Fund, the highway around Groby Road and Woodgate will be redesigned to improve the highway for walkers and cyclists and improve the public realm along Woodgate.
- 4.2 The scheme was presented to the EDTCE on 23 March 2022. The full minute is included in Appendix D. In summary, the following comment was made by the Commission:

...Members noted that:

- *Members of the Commission was in support of the schemes presented as they drove the objective of sustainable transportation in the city...*
- *Concerns were raised with the 5 ways junction on Woodgate where there was an issue with flooding when there were heavy rains...*
- *The impact of proposals on existing roads and the consideration of restricting access during peak periods...*

In response to Members queries and concerns, Officers noted that: ...

- *The overall reconstruction of the 5 ways junction would address the flooding concerns as Severn Trent would ensure the drainage was sufficient...*

AGREED:

- 1) *That the presentation be noted, and*
- 2) *That the Director for Planning Development and Transportation be requested to consider the comments and views raised by the Commission.*

4.3 Due to the changed nature of the roads, it was 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

4.4 The effect of the Order will be to:

- Prohibit waiting and loading at any time along the length of Fosse Road North.
- Prohibit waiting and loading at any time at major junctions in the scheme area.
- Prohibit waiting at any time and loading 7.30 – 9.30am and 4 – 6pm Mon – Fri along the length of Woodgate and Abbey Gate, where the restriction does not already apply.
- Introduce limited waiting and loading bays on Woodgate.
- Prohibit the right turn from Woodgate to Blackbird Road.
- Prohibit the left turn from Blackbird Road to Woodgate
- Prohibit the use of motor vehicles on a section of the service road on Groby Road and Blackbird Road.
- Exclude cyclists from the one-way restriction on Great Central Street.

4.5 The scheme will look to introduce a new bus lane on Fosse Road North (not part of this Order). In order to avoid danger to persons or other traffic using the road, and to facilitate passage on the road, no waiting or loading at any time is proposed. This will prevent vehicles having to enter the bus lane to pass a stationary vehicle.

4.6 No waiting or loading at any time is proposed at the junction of Groby Road / Blackbird Road and Woodgate / Abbey Gate. This is to avoid danger to persons or other traffic using the road, and to facilitate passage on the road, as it prevents stationary vehicles blocking visibility at the junctions.

4.7 Due to the narrower carriageway on Woodgate as a result of the cycleways being installed, no waiting at any time, no loading 7.30 – 9.30am and 4 – 6pm Mon – Fri is proposed. The road is largely already covered by this restriction, with a few exceptions. This is for the purpose of avoiding danger to persons or other traffic using the road, facilitating passage on the road, and preserving or improving the amenities of the area as it will prevent vehicles parking on the road or cycleway.

4.8 Two limited waiting bays and a loading bay are proposed on Woodgate. This will avoid danger to persons or other traffic using the road, and facilitate

passage on the road, as they will provide the shops with an area for loading and parking spaces for shoppers.

- 4.9 The right turn from Woodgate to Blackbird Road, and the left turn from Blackbird Road to Woodgate are proposed to be prohibited. This is to avoid danger to persons or other traffic using the road by maintaining safe and efficient traffic signal control within the design of the new junction. Access to Woodgate is available through other routes.
- 4.10 Due to the new cycleway on the service road on Groby Road and Blackbird Road, a prohibition of motor vehicles at all times is required. This will avoid danger to and facilitate passage of cyclists and pedestrians.
- 4.11 A new bi-directional cycleway will be installed along Great Central Street. In order to facilitate passage of cycles, the one-way along Great Central Street will be amended to exclude cyclists.
- 4.12 The TRO was advertised on 11th July 2022 and two objections against the proposals were received. A further objection was received after the deadline but has been considered. Issues were raised around the banning of movement between Woodgate to Blackbird Road and Blackbird Road to Woodgate, parking issues, the impact of new development and the design of cycle ways and footways with regard to pedestrians.
- 4.13 The Council has tried to resolve the issues raised by the objectors. This includes written communication and a meeting with Objectors. None of the objections have been withdrawn and therefore two unresolved objections remain. The objections are discussed below and presented in full in Appendix C.
- 4.14 The proposal showing the waiting, loading and U turn restrictions can be seen on the plan in Appendix A – TRO Plan.
- 4.15 The proposed TRO is to amend the existing 2006 Consolidation Order and the proposed schedules are shown in Appendix B.
- 4.16 The formal purpose of the proposed TRO is to facilitate the passage of traffic (including pedestrians and cyclists), for avoiding danger to persons or other traffic using the road and to preserve amenity.

5. Consideration of Objections

- 5.1 Each objection is summarised below and is presented in full in Appendix C, along with the reply sent by officers. The comments in this report cover the objection to specific Traffic Regulation Orders for the scheme and not the scheme itself. The objectors make several points about the nature of the scheme. These have been added to the public consultation report on the project. A meeting was held with the objectors on the 11th August 2022 to discuss their objections.

- 5.2 Objector A is concerned about the prohibition of the left turn from Blackbird Road into Woodgate
- 5.3 Objector B is concerned about the prohibition of the left turn from Blackbird Road to Woodgate as well as the bus lane on Fosse Road North.
- 5.4 Objector C is concerned about the banning of movements from Blackbird Road to Woodgate and Woodgate to Blackbird Road.
- 5.5 In the meeting with Objectors, they explained that removing the left turn from Blackbird Road to Woodgate could have adverse effects on the residential streets by causing some residents to rat run through Central Road and or otherwise take other unsuitable routes to their destination. This may cause some routes, for example Bradgate Street, to be more congested and increase the risk of accidents. With regard to the proposed bus lane on Fosse Road North, it was said that this would make turning right from Central Road onto Fosse Road and right in from Fosse Road to Central Road more difficult, and that turning right from Fosse Road to Woodgate could be harder too as it meant joining the offside lane at the end of the bus lane and this may become congested. With regard to the prohibition of the right turn from Woodgate to Blackbird, the objectors said this would mean taking a different route to their home, perhaps through other residential streets. Issues raised by objectors in relation to parking issues, the impact of new development and the design of cycle ways and footways with regard for pedestrians are referred to in the public consultation report.

6. Conclusion

- 6.1 Objections have been received and officers have engaged with the objectors to explain the purposes of the order and to resolve their concerns.
- 6.2 In relation to the proposed prohibition of the left turn from Blackbird Road into Woodgate. Officers have noted this objection but do not agree that while there would be some limited inconvenience to some residents, that this would not be disproportionate when compared to the benefits of the overall scheme. Relatively few vehicles turn left from Blackbird Road into Woodgate and while this will be important to some drivers, removing this movement enables a more efficient junction with increased urban design and environmental benefits for Woodgate. The proposed bus lane (to be formally advertised separately to this Order) is intended to reduce delay for the 14, 14A and 162 bus services. On approaching the Fiveways junction the bus lane is set back to accommodate the estimated length of queueing traffic to allow right turning traffic to join that lane and turn right. This right turn is to be physically segregated from other traffic movements. Prohibiting the right turn from Woodgate into Blackbird Road is central to the scheme and the declassification of Woodgate from an "A" road, it's reconstruction as a residential street, and the strategic diversion of through traffic to enable Waterside development.

- 6.3 Members of the commission are requested to give their views to the Director of Planning, Development and Transportation to take into account when considering whether or not to make the proposed Traffic Regulation Order. Commission members should note the proposed orders are intended to manage traffic for a scheme that the Council has decided to construct and the purpose of the orders is to facilitate the flow of traffic, preserve amenity and help ensure road safety.

7. Financial Implications

- 7.1 The estimated cost of processing the Traffic Regulation Order is £10,000 to be financed from the scheme.
- 7.2 The financial implications are written and confirmed by

Stuart McAvoy **Dated: 05.08.2022**

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.
- 8.4 The legal implications are written and confirmed by

Bina Tailor **Dated: 8/8/2022**

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.

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Appendix A:

TRO Plan for scheme attached as PDF.

Appendix B:

Roads are shown in alphabetical order

Proposed amendments are shown in **bold**

ABBHEY GATE

North-west Side

Part 200 from its junction with **Woodgate** to a point **15 metres north-east of its junction with Woodgate**

Part 204 from a point **15 metres north-east of its junction with Woodgate** to a point 73 metres north-east of its junction with Woodgate

Part 215 from a point 73 metres north-east of its junction with Woodgate to a point 37 metres north-east of the south-west side of its junction with Bradgate Street

Part 200 from a point 37 metres north-east of the south-west side of its junction with Bradgate Street to its junction with Ravensbridge Drive

South-east Side

Part 200 from its junction with Ravensbridge Drive to a point 37 metres north-east of a point opposite the south-west side of its junction with Bradgate Street

Part 215 from a point 37 metres north-east of a point opposite the south-west side of its junction with Bradgate Street to a point 73 metres north-east of its junction with Frog Island

Part 204 from a point 73 metres north-east of its junction with Frog Island to a **point 15 metres south-east of its junction with Frog Island**

Part 200 a point **15 metres north-east of its junction with Frog Island** to its **junction with Frog Island**

ABBHEY GATE SPUR

North-west Side

Part 215 from its junction with Abbey Gate to its north-east extremity

South-east Side

Part 215 from its north-east extremity to its junction with Abbey Gate

BLACKBIRD ROAD SERVICE ROAD SOUTH

Part 112 Prohibition of driving of motor vehicles from its junction with Groby Road Service Road to a point 7 metres south of its junction with Buckminster Road Service Road

BLACKBIRD ROAD

Part 101 Prohibited U Turn at its junction with Abbey Lane, from the east bound carriageway to the west bound carriageway

Part 101 Prohibited U Turn at the gap in the central reservation approximately 130 metres west of Abbey Lane, from the east bound carriageway to the west bound carriageway

Part 101 Prohibited U Turn at its junction with Parker Drive, from eastbound to westbound

Part 101 Prohibited U Turn at its junction with Anstey Lane & Ravensbridge Drive, from the south-west bound carriageway to the north-east bound carriageway

Part 101 Prohibited U Turn at its junction with Anstey Lane & Ravensbridge Drive, from the north-east bound carriageway to the south-west bound carriageway

Part 101 Prohibited U Turn At its junction with Groby Road, from the south-west bound carriageway to the north-east bound carriageway

Part 102 Prohibited Right Turn at the gap in central reservation, approximately 130 metres west of Abbey Lane, from the east bound carriageway to the superstore access road

Part 103 Prohibited Left Turn at its junction with Woodgate from Blackbird Road to Woodgate

North & West Side

Part 200 from its junction with Groby Road to a point 43 metres north-east of its junction with Groby Road

Part 204 **from a point 43 metres north-east of its junction with Groby Road** to a point opposite the south-east side of its junction with Bradgate Street

Part 216 from a point opposite the south-east side of its junction with Bradgate Street to a point 74 metres south-west of its junction with Anstey Lane

Part 204 from a point 74 metres south-west of its junction with Anstey Lane to a point 78 metres north-east of its junction with Anstey Lane, including the layby

- Part 216 from a point 78 metres north-east of its junction with Anstey Lane to a point 15 metres south-west of its junction with Cornwall Road
- Part 204 from a point 15 metres south-west of its junction with Cornwall Road to its junction with Cornwall Road, including the gap in the central reservation
- Part 216 from its junction with Cornwall Road to a point 99 metres north of its junction with Cornwall Road
- Part 204 from a point 99 metres north of its junction with Cornwall Road to its junction with Abbey Lane

South & East Side

- Part 204 from its junction with St Margaret's Way to its junction with Devonshire Road, including the gaps in the central reservation
- Part 501 from a point 27 metres west of its junction with St Margaret's Way to a point 53 metres west of its junction with St Margaret's Way
- Part 216 from its junction with Devonshire Road to a point 15 metres north-east of its junction with Exmoor Avenue
- Part 204 from a point 15 metres north-east of its junction with Exmoor Avenue to its south-east junction with Exmoor Avenue
- Part 212 from its junction with Exmoor Avenue to a point 74 metres north-east of its junction with Ravensbridge Drive
- Part 204 from a point 74 metres north-east of its junction with Ravensbridge Drive to a point 87 metres south-west of its junction with Ravensbridge Drive, including the layby
- Part 216 from a point 87 metres south-west of its junction with Ravensbridge Drive to a point 146 metres north-east of its junction with Bradgate Street
- Part 204 from a point 146 metres north-east of its junction with Bradgate Street to a point 44 metres north-east of its junction with Bradgate Street
- Part 216 from a point 44 metres north-east of its junction with Bradgate Street to a point 10 metres north-east of its junction with Bradgate Street
- Part 204 from a point 10 metres north of its junction with Bradgate Street to **a point 32 metres north-east of its junction with Woodgate**
- Part 200 from a point 32 metres north-east of its junction with Woodgate to its junction with Woodgate**
- Part 501 from a point 14 metres south of its junction with Bradgate Street to a point 39 metres south of its junction with Bradgate Street

Bonchurch Street

Part 100 from its junction with Fosse Road North to its junction with Repton Street, in that direction

North-east Side

Part 207 from its south-eastern extremity to a point 9 metres north-west of its junction with Repton Street

Part 207 from a point 4 metres south-east of its junction with Dunton Street to a point 9 metres north-west of its junction with Dunton Street

Part 207 from a point 4 metres south-east of its junction with Bassett Street to a point 9 metres north-west of its junction with Bassett Street

Part 207 from a point 4 metres south-east of its junction with Marshall Street to a point 5 metres north-west of its junction with Marshall Street

Part 224 from a point 28 metres south-east of its junction with Fosse Road North to a point 9 metres south-east of its junction with Fosse Road North

Part 200 from a point 9 metres south-east its junction with Fosse Road North to its junction with Fosse Road North

South-west Side

Part 200 from its junction with Fosse Road North to a point 8 metres south-east of its junction with Fosse Road North

Part 207 from a point 8 metres south-east of its junction with Fosse Road North to a point 17 metres south-east of its junction with Fosse Road North

Part 207 from a point 5 metres north-west of a point opposite the north-west side of its junction with Dunton Street to its south-eastern extremity

CENTRAL ROAD

Part 100 One Way Street from its junction with Repton Street to its junction with Fosse Road North, in that direction

North-east Side

Part 200 from its junction with Fosse Road North to a point 10 metres south-east of its junction with Fosse Road North

Part 215 from a point 10 metres south-east of its junction with Fosse Road North to a point 9 metres north-west of its junction with Balfour Street

- Part 207 from a point 9 metres north-west of its junction with Balfour Street to a point 9 metres south-east of its junction with Balfour Street
- Part 207 from a point 5 metres north-west of its junction with Marshall Street to a point 9 metres south-east of its junction with Marshall Street
- Part 207 from a point 5 metres north-west of its junction with Bassett Street to a point 9 metres south-east of its junction with Bassett Street
- Part 207 from a point 5 metres north-west of its junction with Dunton Street to a point 9 metres south-east of its junction with Dunton Street
- Part 207 from a point 9 metres north-west of its junction with Repton Street to a point 5 metres south-east of its junction with Repton Street

South-west Side

- Part 207 from a point 5 metres south-east of its junction with Repton Street to a point 9 metres north-west of its junction with Repton Street
- Part 207 from a point 9 metres south-east of its junction with Dunton Street to a point 5 metres north-west of its junction with Dunton Street
- Part 207 from a point 9 metres south-east of its junction with Bassett Street to a point 5 metres north-west of its junction with Bassett Street
- Part 207 from a point 9 metres south-east of its junction with Marshall Street to a point 5 metres north-west of its junction with Marshall Street
- Part 200** from a point **10 metres** south-east of its junction with Fosse Road North to its junction with Fosse Road North

FOSSE ROAD NORTH

- Part 101 Prohibited U Turn at its junction with Groby Road from the north-east bound carriageway to the south-west bound carriageway**

Eastern Side

- Part 200 from its junction with Groby Road to a point 33 metres south-west of its junction with Groby Road**
- Part 200 from a point 66 metres north-east of its junction with Central Road to a point 10 metres south-west of a point opposite the south-west side of its junction with Stephenson Drive**
- Part 204 from a point 10 metres south-west of a point opposite the south-west side of its junction with Stephenson Drive to a point 5 metres south-west of its junction with Tudor Road**

- Part 212 from a point 5 metres south-west of its junction with Tudor Road to a point 71 metres south-west of its junction with Tudor Road
- Part 224 from a point 71 metres south-west of its junction with Tudor Road to a point 6 metres north-east of its junction with Empire Road
- Part 216 from a point 71 metres south-west of its junction with Tudor Road to a point 6 metres north-east of its junction with Empire Road
- Part 204 from a point 6 metres north-east of its junction with Empire Road to its junction with Battenberg Road excluding the lay-by between 14 metres and 48 metres south-west of its junction with Empire Road
- Part 224 the lay-by from a point 14 metres south-west of its junction with Empire Road to a point 48 metres south-west of its junction with Empire Road
- Part 204 from its junction with Battenberg Road to a point 22 metres south-east of its junction with Paget Road
- Part 207 from a point 92 metres north of its junction with Bosworth Street to a point 41 metres north of its junction with Glenfield Road East
- Part 204 from a point 41 metres north of its junction with Glenfield Road East to its junction with Glenfield Road East

Western Side

- Part 204 from its junction with Glenfield Road to a point 39 metres north of its junction with Glenfield Road
- Part 207 from a point 39 metres north of its junction with Glenfield Road to a point 39 metres south-east of its junction with Henley Road
- Part 204 from a point 39 metres south-east of its junction with Henley Road to its junction with Tetuan Road
- Part 200 from its junction with Tetuan Road to its junction with Pool Road
- Part 204 from its junction with Pool Road **a point 10 metres south-west of its junction with Stephenson Drive**
- Part 200 from a point 10 metres south-west of its junction with Stephenson Drive to a point 66 metres south-west of its junction with Groby Road**
- Part 204 **from a point 66 metres south-west of its junction with Groby Road to a point 15 metres south-west of its junction with Groby Road**
- Part 200 from a point 15 metres south-west of its junction with Groby Road to its junction with Groby Road**

FROG ISLAND

North-east Side

Part 200 from its junction with **Abbey Gate** to a point **15 metres south-east of its junction with Abbey Gate**

Part 204 from a point **15 metres south-east of its junction with Abbey Gate** to its junction with Northgate Street

South-west Side

Part 204 from its junction with Northgate Street to a point **11 metres south-east of its junction with Woodgate**

Part 200 from a point **11 metres south-east of its junction with Woodgate** to its junction with **Woodgate**

GREAT CENTRAL STREET

Part 128 **One Way street except cycles from its junction with All Saints Open to its junction with Soar Lane in that direction**

Part 103 north-west bound from Great Central Street into All Saints Road

Part 135 Prohibition of driving of motor vehicles at any time (except for loading 5am — 8am), introduce no waiting at any time and no loading between 8am and 5am the following day. Both sides from Friars Causeway to a point 80 metres north.

East Side

Part 200 from its junction with Northgates to a point 44 metres south of a point opposite the south side of its junction with Soar Lane including the slip road to Northgates

Part 204 from a point 44 metres south of a point opposite the south side of its junction with Soar Lane to a point 56 metres south of a point opposite the south side of its junction with Soar Lane

Part 224 from a point 56 metres south of a point opposite the south side of its junction with Soar Lane to a point 82 metres south of a point opposite the south side of its junction with Soar Lane

Part 207 from a point 82 metres south of a point opposite the south side of its junction with Soar Lane to a point 21 metres south of its junction with All Saints Open

Part 207 from a point 21 metres south of its junction with All Saints Open to a point 46 metres south of its junction with All Saints Open

Part 224 from a point 46 metres south of its junction with All Saints Open to a point 80 metres north of its junction with Friars Causeway

Part 251 From a point 80 metres north of its junction with Friars Causeway to its junction with Friars Causeway

Part 207 from its junction with Friars Causeway to its junction with Vaughan Way

West Side

Part 200 from its junction with Vaughan Way to a point opposite the north side of its junction with Friars Causeway

Part 251 from its junction with Friars Causeway to a point 72 metres south of its junction with All Saints Road

Part 207 from a point 72 metres south of its junction with All Saints Road to a point 56 metres south of its junction with All Saints Road

Part 215 from a point 56 metres south of its junction with All Saints Road to a point 48 metres south of its junction with All Saints Road

Part 207 from a point 48 metres south of its junction with All Saints Road to a point 30 metres south of its junction with All Saints Road

Part 200 from a point 30 metres south of its junction with All Saints Road to a point 13 metres north of its junction with All Saints Road

Part 204 from a point 13 metres north of its junction with All Saints Road to a point 31 metres north of its junction with All Saints Road

Part 200 from a point 31 metres north of its junction with All Saints Road to its junction with Soar Lane

Groby Road

Part 101 at its junction with Fosse Road North from the south-east bound carriageway to the north-west bound carriageway

Part 101 at the end of the central reservation 40 metres south-east of its junction with Brading Road from the south-east bound carriageway to the north-west bound carriageway

Part 101 at its junction with Garland Crescent and Brading Road in both directions

Part 102 at its junction with Brading Road from Groby Road into Brading Road

Part 101 at its junction with Heathley Park Drive in both directions

Part 109 into the north bound carriageway from the south bound carriageway at the gap in the central reservation near its junction with Combe Close

North-east Side

- Part 207 from the City / County Boundary to a point its junction with New Parks Way
- Part 200 from its junction with New Parks Way to a point 60 metres north-west of a point in line with the north-west side of the turning head of Amhurst Close
- Part 204 from a point 60 metres north-west of a point in line with the north-west side of the turning head of Amhurst Close to a point 50 metres north-west of its junction with Heathley Park Drive
- Part 207 from a point 50 metres north-west of its junction with Heathley Park Drive to a point opposite 69 metres north-west of its junction with Mary Road
- Part 204 from a point 69 metres north-west of its junction with Mary Road to a point 9 metres south-east of a point opposite the north-west side of its junction to its junction with Combe Close
- Part 204 from its junction with Combe Close to a point 25 metres north-west of its junction with Medina Road Close (Save as this restriction shall only have effect where it is applied to the carriageway and the footway or cycleway)
- Part 200 from a point 25 metres north-west of its junction with Medina Road to its junction with **Woodgate** (Save as this restriction shall only have effect where is it applied to the carriageway and the footway or cycleway)

South-west Side

- Part 200 from its junction with **Woodgate** to a point 25 metres north-west of a point opposite the north-west side of its junction with Medina Road
- Part 204 from a point 25 metres north-west of a point opposite the north-west side of its junction with Medina Road to a point 136 metres south-east of a point opposite the south-east side of its junction with Brading Road
- Part 200 from a point 136 metres south-east of a point opposite the south-east side of its junction with Brading Road to a point 69 metres north-west of its junction with Mary Road
- Part 207 from a point 69 metres north-west of its junction with Mary Road to a point 244 metres north-west of its junction with Darlington Road
- Part 204 from a point 244 metres north-west of its junction with Darlington Road

to a point 60 metres north-west of a point in line with the north west side of the turning head of Amhurst Close Excluding the lay-by between 288 and 324 metres north-west of its junction with Darlington Road

- Part 200 from a point 60 metres north-west of a point in line with the north west side of the turning head of Amhurst Close to its junction with New Parks Way
- Part 207 from its junction with New Parks Way to the City / County Boundary

GROBY ROAD SERVICE ROAD NORTH

Part 112 Prohibition of driving of motor vehicles from a point 20 metres west of its junction with Blackbird Road Service Road to its junction with Blackbird Road Service Road

North-east Side

Part 200 from its junction with Groby Road to a point 20 metres west of its junction with Blackbird Road Service Road

South-west Side

Part 200 from a point 20 metres west of its junction with Blackbird Road Service Road to its junction with Groby Road

Marshall Street

Part 100 from its junction with Central Road to its junction with Woodgate, in that direction

Part 100 from its junction with Central Road to its junction with Bonchurch Street, in that direction

North-west Side

Part 207 from its junction with Bonchurch Street to a point 4 metres north-east of its junction with Bonchurch Street

Part 207 from a point 5 metres south-west of its junction with Central Road to a point 5 metres north-east of its junction with Central Road

Part 200 from a point 5 metres south-west of its junction with Woodgate to its junction with Woodgate

South-east Side

Part 200 from its junction with Woodgate to a point 5 metres south-west of its junction with Woodgate

Part 207 from a point 5 metres north-east of its junction with Central Road to a point 5 metres south-west of its junction with Central Road

Part 207 from a point 9 metres north-east of its junction with Bonchurch Street to its junction with Bonchurch Street

STEPHENSON DRIVE

Northern Side

Part 207 from the Roundabout at Sandhurst Road to a point 25 metres south-east of its junction with Samson Road

Part 207 from a point 85 metres west of its junction with Fosse Road North to a **point 25 metres west of its junction with Fosse Road North**

Part 200 from a point 25 metres west of its junction with Fosse Road North to its junction with Fosse Road North

Southern Side

Part 200 from its junction with Fosse Road North to a point 25 metres west of its junction with Fosse Road North

Part 207 **from a point 25 metres west of its junction with Fosse Road North** to a point 85 metres west of its junction with Fosse Road North

Part 207 from a point 7 metres south-east of its junction with Beatrice Road to the Roundabout at Sandhurst Road

WOODGATE

Part 101 Prohibited U turn at its junction with Blackbird Road from the west bound carriageway to the east bound carriageway

Part 102 Prohibited right turn from Woodgate to Blackbird Road

North Side

Part 200 from its junction with Groby Road to a point 15 metres east of its junction with Blackbird Road

Part 204 **from a point 15 metres east of its junction with Groby Road to a point 30 metres north-west of its junction with Frog Island**

Part 200 from a point 30 metres north-west of its junction with Frog Island to its junction with Frog Island

South Side

Part 200 from its junction with Frog Island to a point 30 metres north-west its junction with Frog Island

Part 204 **from a point 30 metres north-west its junction with Frog Island to a point 1 metres east of its junction with Marshall Street excluding the laybys**

- Part 224** the layby from a point 44 metres south-east of its junction with Dunton Street to a point 17 metres south-east of its junction with Dunton Street
- Part 308** the layby from a point 7 metres west of its junction with Dunton Street to a point 32 metres west of its junction with Dunton Street
- Part 200** from a point 1 metre east of its junction with Marshall Street to a point 1 metre west of its junction with Marshall Street
- Part 204** from a point 1 metre west of its junction with Marshall Street to a point 7 metres east of its junction with Groby Road excluding the layby
- Part 224** the layby from a point 4 metres west of its junction with Marshall Street to a point 29 metres west of its junction with Marshall Street
- Part 200** from a point 7 metres east of its junction with Groby Road to its junction with Groby Road

Appendix C – Unresolved Objections

Objections Received by Email or Letter

OBJECTOR 'A' 1.1
Officers Response 1.2

OBJECTOR 'B' 2.1
Officers Response 2.2

OBJECTOR 'C' 3.1
Officer Response 3.2

The unresolved objection received by email and officer's response are as follows: -

OBJECTION FROM OBJECTOR 'A' – DATED 31.07.2022

1.1. Objector 'A' sent in these comments:

I understand that you are accepting commentary from residents on the road development plans for the Fiveways junction and Woodgate. I am writing, having looked at the plans, to share some concerns.

No left turn into Woodgate

The knock-on impact of this concerns me greatly. What is the plan for redirecting drivers who would otherwise use Woodgate to get to Slater School, the shops along Woodgate and off Pingle Street, the churches, or the shops along Abbey Gate (which cannot be accessed via Ravensbridge Drive and Vaughan Way, as there is no right turn when coming into the city centre from the Abbey Park direction)?

It is likely that car drivers will access Woodgate anyway using Bonchurch Street and the streets leading down to Woodgate in order to maintain straightforward access to the shops and facilities they usually use.

When the junction at the top of Buckminster Road was blocked off, the side effect of that was an 81% increase in traffic along Colwell Road, a street which is much narrower and less able to take the extra traffic than Buckminster Road, and one potential outcome is a higher risk of accidents. Likewise, this plan being introduced will increase traffic in the back streets of Woodgate – which has pedestrian traffic from the junior school and the adventure playground, and limited passing spaces on the terraced streets. It worries me that the Council is aware of this huge increase and is happy to leave things as they are, as it makes me feel that if this change is made, it will be kept despite the impact on Woodgate residents.

I don't want our streets to become less safe than they are now.

Removing car access to Groby Street Surgery

A disproportionate percentage of people who use doctor's surgeries are elderly and disabled, for obvious reasons. Removing all parking spaces will disproportionately impact a group of people who are very likely to have mobility problems (and their carers). There should be parking for disabled people and others who may not consider themselves disabled but nevertheless have significant difficulties in walking (it is very common attitude in elderly people for example to not define as disabled even when they have significant health limitations). Has an equality impact assessment been conducted on this part of the plan? What was the outcome?

Car parking outside the shops on Buckminster Road

The number of cars parked on the ground in front of the shops has increased since the flats above the shops were built, which suggests that giving planning permission for buildings with no accompanying plans for parking does not work to deter car usage when other options are available, it simply shifts the problem to a different area. Removing these spaces will not take away the need for parking spaces for shop staff or customers, some of whom may be working antisocial hours when public transport isn't available or where the distance or their personal circumstances mean they can't cycle.

Additional impact of new developments

There are two housing planning proposals currently in play for the car wash on Fiveways and the car hire business on Fosse Road North; there are existing plans for housing on the old foundry site at the end of Bonchurch Street, and the new school. All of these will greatly increase the number of local residents by several hundreds, and consequently, the local traffic using the back streets of Woodgate. Adding additional traffic to that, in the form of people using the streets as a rat run, is going to make the area unbearable to live in.

This is particularly the case given the two lanes for turning out of Central Road are being merged into one, as it will inevitably increase queues. Local residents and anyone trying to enforce parking restrictions will bear the brunt of this. There is no need for this change.

This concern isn't just about parking – though that will become far more difficult, as there is no way to restrict new residents from owning a car. It's also about safety and air pollution levels.

I appreciate that your focus is on transport rather than planning permission for housing, but the two are very closely related. The impression I get in terms of the attitude to planning permission for parking at new housing developments is that of deliberately making it much more difficult to park or drive anywhere as a deterrent to owning a car. However, I do not believe that this alone is a real deterrent - a real deterrent is a useful alternative which serves local needs; if this has been taken into account, it isn't clear in the plan, not least because it isn't clear the plans for the road are joined up with the plans for the school and

new housing developments. The Fiveways redevelopment needs to go hand in hand with a local transport plan which includes, for example, bringing one of the national car clubs to Leicester, which would at least serve the needs of people who need occasional use of a car.

Not everyone can cycle and the people who can't tend to be the most disadvantaged. I appreciate the work on cycle lanes but where is the concurrent work on encouraging people to cycle, and providing a cost-effective alternative for people who can't? I speak as a cyclist who doesn't own a car; I always try to minimise my car use but appreciate that some people rely on their car. Fosse is a poor area. In current circumstances we need to be realistic and not just make life more difficult for people who are already struggling.

1.2 Officer's Response

Thank you for your email dated 31st July 2022. You have raised an objection to the proposed Traffic Regulation Order that looks to prohibit turning movements from Blackbird Road to Woodgate.

You have raised concerns about the effects of the Order restricting movements at the junction and that you think this would result in an unnecessary diversion.

The purpose of prohibiting this/these movement/ is to make improvements to the junction of Woodgate/Blackbird Road/Groby Road and Fosse Road North. We expect this to achieve improvements in safety, to allow us to construct better crossings and a cycle route, to enable strategic re-routing of traffic so that Woodgate is no longer an "A" Road, to enable the Council to make environmental improvements in Woodgate, including better footways.

I do appreciate that this may mean that some journeys by car must be made by alternative routes.

I hope that this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at the email address listed at the top of the letter or the Council's postal address shown at the bottom of the letter.

If I do not hear from you by Friday 12th August 2022, I will assume that you would like your objection to stand. Should this be the case, it is our intention to present an Objectors Report to the Director of Planning, Development and Transportation for his final decision.

If you would like to meet relevant officers to discuss this matter and others mentioned in your email further, we will hold an Objectors Meeting with you, the minutes of which will also be presented to the EDTCE. If so, please get in touch by the **Wednesday 10th August 2022, 5pm** using the contact details provided if this is the case.

OBJECTION FROM OBJECTOR 'B' – DATED 31.07.2022

2.1 Objector 'B' sent in these comments:

A member (personal information removed) of the Woodgate Residents Association and as a private resident (personal information removed) Comments reflect my own opinion and feedback we have had from our management committee and local residents.

REF: COMMENTS ON THE A50 TRANSORT PROJECT 2022.

We are pleased that we will at last see some action on the redesign of the junction, but we feel it has been "high-jacked" by the provision of cycling lanes and bus lanes. All we wanted was a simpler safer junction with better lane arrangements, clearly marked and the road mended!.

1. Bonchurch Street/ Central Road junction with Fosse Road: We are concerned that the narrowing of Central Road to one lane at the junction with Fosse Road North. Currently there are two exit lanes, (right and left turns onto Fosse). Reducing it to one lane will mean that left turners will have to queue behind the more difficult right turners causing congestion in the road and more pollution. Remember we are a residential street!!! This road is heavily congested at school times particularly, and is the main route onto the Fosse from the other Woodgate streets. The only positive here is that it will stop the "corner parkers".

2. Shared cycle/pedestrian route along Woodgate: We feel that this has some dangers. This route is two way cycling, plus pedestrians in limited space. This route crosses the entrance / exit to a busy Aldi store and the entrance / exit to ATS motor services. It is possible that vehicles using these access points will not see the cyclists. Pedestrians tend to stop and look at these points and are moving slowly. but from my observations cyclists do not and they can be travelling at up to 30 mph, often on their phones or music earphones as well!. Although the drivers must obviously ensure their access is clear I feel this is an accident waiting to happen. (and yes, we do know about the heirarchy of responsibilities for road users!).

3. Aldi access: The Aldi exit onto Woodgate is LEFT TURN ONLY, (condition of the planning permission for the store) but drivers are ignoring this and there have been many near misses where they have come head on into vehicles in the right turn box into Bassett Street. It must be made clearer that vehicles can exit into Bradgate Street at the rear of the store if they do not wish to travel towards town.

4. No left turn into Woodgate from Blackbird Road: This going to push all traffic wishing to access the "Woodgate Streets" and the shops from Blackbird Road, into Fosse Road North, Bonchurch Street and the other residential streets, to get back onto Woodgate.

5. Groby Road/Buckminster Road service Road. We understand that this will become part of the new cycle lane. How will the shops on the Groby Road part be able to take deliveries/unloading? Also access to the surgery. Vehicles will need to access the shops premises and this means parking or crossing in the cycle lane! Which is dangerous. At the consultation meeting at the Woodgate Resources Centre, I brought up this point and the person from the design team suggested they carry the stuff down the road!! How ridiculous. We hope you have consulted with these shops as promised. Also, from the plans we downloaded from the website it looks as though there is no parking on Buckminster Road for the shops, how will this work?? If access to the small parking area outside Buckminster shops will still be available, it seems vehicles will need to cross over a cycle crossing to access it – again not very safe.

6. Bus lane on Fosse Road. The bus lane is in the central part of the road. This means that vehicles turning right into Bonchurch Street from Fosse Road North will have to cross the bus lane. Vehicles turning right out of Central Road onto Fosse Road North will have to cross the bus lane into the now single lane traffic going in the direction of Groby Road. Coupled with the proposal to narrow the Central Road junction to one lane this will cause congestion. In addition vehicles travelling on Fosse Road North towards Groby Road, and wishing to turn into Woodgate, will have to cut in across the bus lane at the traffic lights. This can cause traffic to back up while waiting to move over. (see the chaos on the Lutterworth Road /Middleton Street junction for example) .

7. Traffic lights at Stevenson Drive / Fosse Road junction:- We feel that this change is unnecessary as the mini island works perfectly well.

8. Pedestrian safety:- There seems limited space for pedestrians given that the cycle lane is two way. We already have many near misses in the area between pedestrians and cyclists (and illegal e scooters) on the pavements. Will the illegal use of the pavements be policed now that there will be a cycle lane.

Finally, we submit our comments on the grounds of safety and in the hope that the junction redesign will deliver a simpler and less confusing situation for all. Looking at the plan we fear that the junction is even more complex as you have introduced the cycle lane crossings and bus lane into the mix. Also we fear that a lot of traffic will be forced onto residential side roads due to the restrictions on Buckminster Road, the no left turn into Woodgate from Blackbird Road.

We sincerely hope that thought has been given to all possible "unintended consequences".

2.2 Thank you for your email dated 31st July 2022. You have raised an objection to the proposed Traffic Regulation Order that looks to prohibit turning movements from Blackbird Road to Woodgate.

You have raised concerns about the effects of the Order restricting movements at the junction and that you think this would result in an unnecessary diversion.

The purpose of prohibiting this/these movement/ is to make improvements to the junction of Woodgate/Blackbird Road/Groby Road and Fosse Road North. We expect this to achieve improvements in safety, to allow us to construct better crossings and a cycle route, to enable strategic re-routing of traffic so that Woodgate is no longer an "A" Road, to enable the Council to make environmental improvements in Woodgate, including better footways.

I do appreciate that this may mean that some journeys by car have to be made by alternative routes.

When advertising a Traffic Regulation Order the council is only legally required to publish an advert in a local paper so the posting of street notices is actually a step over and above the legal requirement.

I hope that this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at the email address listed at the top of the letter or the Council's postal address shown at the bottom of the letter.

If I do not hear from you by Friday 12th August 2022, I will assume that you would like your objection to stand. Should this be the case, it is our intention to present an Objectors Report to the Director of Planning, Development and Transportation for his final decision.

If you would like to meet relevant officers to discuss this matter further, we will hold an Objectors Meeting with you, the minutes of which will also be presented to the EDTCE. If so, please get in touch by the **Wednesday 10th August 2022, 5pm** using the contact details provided if this is the case.

OBJECTIONS FROM OBJECTOR 'C' - DATED 03.08.2022

3.1 Objector 'C' sent in these comments:

A member of the (personal information removed) Woodgate Residents Association and as a private resident (personal information removed). Comments reflect my own opinion as an addendum to the comments already submitted by the Chair of the Residents Association previously.

REF: COMMENTS ON THE A50 TRANSORT PROJECT 2022.

1. No left turn into Woodgate from Blackbird Road: In addition to this pushing traffic to access the "Woodgate Streets" and the shops from Blackbird Road, into Fosse RoadNorth, Bonchurch Street and the other residential streets, to get back onto Woodgate, I also believe that people will cut down Bradgate Street and through the Aldi car park in contravention of Aldi's one way system there. That area is already an accident waiting to happen due to all the pavement parking and parking on double yellows by the garage on Bradgate Street. Constant parking on double yellow lines and the pavement means it is impossible to see if traffic is coming up and down Bradgate Street especially for those of us exiting our homes from the apartments at 69 Bradgate Street.

Aldi also do not enforce parking restrictions. None of the pavements are useable by people in wheelchairs or with pushchairs. More people will be cutting through Aldi and then out over the new cycle lane. Another accident waiting to happen.

2. No right turn into Blackbird Road from Woodgate. Again, people will be forced down residential side streets. We have already all been impacted by the closure of Buckminster Road, pushing cars down Colwell Rd, people in cars will now be driving further to get to their destinations, surely creating more pollution. For those of us living in the apartments on Bradgate Street, with one of our exit gates permanently locked, I genuinely feel like I am being fenced in with fewer and fewer options on which way I can actually get out of where I live, meaning I have to drive round in circles.

3. Parking for the shops. Removing all of the parking facilities from outside of the doctors and shops will create even more chaos than there already is. The Maxi Grosik supermarket was allowed to be opened with little thought to the amount of parking required and the area is constantly packed with cars parking on pavements and on double yellow lines. It's dangerous and you can't see cars coming. The pavements are regularly un-useable by people in wheelchairs or with pushchairs. Where are disabled people and those using the doctor's surgery suppose to park?

3. Crossing on Blackbird Road over the central reservation between Bradgate Street and Maxi Grosik, the Polish supermarket. I note you intend to remove the dropped curb and prevent people crossing there. It won't work. People have always crossed there, they will continue to cross there. That's what humans do, go the shortest way. You'll get a home-made path across the grass which will look terrible. It will also force those with wheelchairs / walking aids to travel further to get to where they are going.

All of these proposals will cause parking chaos as the Council does not send enough CEOs around to ticket, will add to the danger we already have with views blocked constantly by unlawful parking, and totally discriminates against the disabled, immobile, and those with pushchairs etc.

Bradgate Street parking issues



Blackbird Rd parking issues



- 3.2 Thank you for your email dated 3rd August 2022. You have raised an objection to the proposed Traffic Regulation Order that looks to prohibit turning movements from Blackbird Road to Woodgate and Woodgate to Blackbird Road

Your comments will be included in the Public Engagement report, but your objection will not be submitted as it was submitted too late with the objection deadline being Monday 1st August 2022.

Appendix D - Economic Development, Transport and Climate Emergency Scrutiny Commission - Wednesday, 23 March 2022 5:30 pm

The City Centre Streets Programme Manager delivered a presentation updating the Commission on the ongoing schemes.

As part of the discussions Members noted that:

- A Member of the Commission was in support of the schemes presented as they drove the objective of sustainable transportation in the city
- Some Member of the Commission supported the Park and Ride Scheme as it provided a good option to those who were visiting the city. Additionally, Members were keen to see continued efforts and similar schemes for the inner city
- Concerns were raised with the number of people using busses
- Concerns were raised with the 5 ways junction on Woodgate where there was an issue with flooding when there were heavy rains
- The Aylestone Meadows schemes which had not yet been funded should be made a priority as it would bring that part of the city into life and people have proven they would desire to use that route
- The impact of proposals on existing roads and the consideration of restricting access during peak periods
- A Member of the Commission also raised concerns over the development of the Beaumont Leys Park and Ride site on a greenfield site
- The route being proposed for the Great Central Way Scheme connecting Lubbersthorpe way via a cycle lane should be supported.

In response to Members queries and concerns, Officers noted that:

- Bus passenger numbers had decreased during the years and more during the pandemic, but new figures suggested bus usage was back to pre-pandemic figures
- The Transforming Cities work was also working on delivering an attractive service for bus users and changing behaviours to have a positive impact
- Councillors from the Country also supported the scheme for Aylestone Meadows as it would allow for residents from the county to also access the city in a more sustainable manner for work and leisure
- The Park and Ride site was to be developed on a brownfield site and that the development of the site would include new trees and vegetation
- 24/7 bus lanes ensure motorists are aware of the restrictions and do not use them at all, avoiding the likelihood of penalty notices
- The overall reconstruction of the 5 ways junction would address the flooding concerns as Severn Trent would ensure the drainage was sufficient

- Where there is an introduction of new walking/cycling routes efficient lighting is introduced without disturbing the ecology of the area.

The Chair queried whether Electric Vehicle (EV) charging points are being considered as part of the proposals and whether accessibility groups had been consulted with. In response Officers noted that, LTAP had been engaged with and their contributions had been taken into account and that Officers were engaged with on street EV charging points provider Western Power in gathering info who had a 5-year contract to introduce EV charging points.

The Commission took the Opportunity to thank the City Centre Streets Programme Manager for his contributions and wished him all the best in retirement.

AGREED:

- 1) That the presentation be noted, and
- 2) That the Director for Planning Development and Transportation be requested to consider the comments and views raised by the Commission.