



Leicester
City Council

WARDS AFFECTED: Castle

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

**Overview & Scrutiny Management Board
Cabinet
Council**

**30th July 2009
3rd August 2009
3rd September 2009**

CONDUIT STREET HIGHWAY IMPROVEMENT LINE

1. PURPOSE OF REPORT

- 1.1 This report seeks Council approval to revoke the current Highway Improvement Line in Conduit Street and implement a new Highway Improvement Line following a transport study review.

2. BACKGROUND

- 2.1 Highway Improvement Lines (HIL) are established by the Highway Authority as a statement of future intent of carrying out improvements to the highway and to prevent other conflicting developments taking place. They are recorded on the Land Charges Register and therefore declared on local searches for properties within 200 metres of the Improvement Line boundary.
- 2.2 It is extremely important to properly consider HIL's and also Highway Improvement Schemes as they affect the potential for development. There is a presumption that only those schemes which have a reasonable chance of proceeding in a finite time period should be retained. Conversely it would be very difficult to resurrect improvement lines once revoked.
- 2.3 A report to the Planning and Transportation Committee on 8th March 2000 reviewed the current Highway Improvement Schemes and Improvement Lines. The report concluded that the Improvement Line for Conduit Street (that was formally inherited from the County Council following the City Council becoming a Highway Authority in 1997) should be retained pending a comprehensive review. The reason cited was that, 'a lesser scheme is required with modest junction improvements'. Since this meeting, a comprehensive review has not been conducted.
- 2.4 Leicester City Council has been approached by an agent acting for the proposed purchaser of the land between Andover Street, Conduit Street and Glebe Street. An HIL has been declared on a recent search. The proposed purchaser has made approaches to seek either the revocation or amendment to the Improvement Line to enable the submission of a planning application for housing. Appendix A presents the area showing the current highway improvement line (in red).

3. RECOMMENDATIONS

Members are asked to:

- 3.1 Revoke the current Conduit Street Highway Improvement Line agreed prior to 1997 as shown in red in Appendix A; and
- 3.2 Implement a new Highway Improvement Line in Conduit Street as shown in green in Appendix A.
- 3.3 Retain the existing Highway Improvement Line in Conduit Street / London Road as shown in blue in Appendix A.
- 3.4 Cabinet is asked to comment on the report prior to its consideration by Council.

4. REPORT

Transport Study Results

- 4.1 A small area transport study has been carried out to establish if the current Highway Improvement Line is still required in Conduit Street.
- 4.2 It has been important to investigate other proposed general transport improvements within the area, other material facts and also the highway design guidance for new developments in the Highways, Transport and Development (Htd) to determine if the Improvement Line should be either retained, revoked or amended.

Leicester Railway Station

- 4.3 The Improvement Line is adjacent to a key transport interchange, Leicester Railway Station. A 'Leicester Business Gateway' is currently being promoted by Prospect Leicestershire (formally known as Leicester Regeneration Company). Prospect Leicestershire have developed a Master Plan which includes a Station Improvement area. Conduit Street falls within this Master Plan area.
- 4.4 As part of the Master Plan it is proposed to accommodate an increased number of taxis along Conduit Street. This would also to include coaches on occasions where a replacement rail service may be required, for example, during rail engineering works.
- 4.5 The retention of the Highway Improvement Line could provide capacity for development to help deliver the proposals set out within the Master Plan to accommodate space for taxis and to allow two way traffic and pedestrians to potentially pass easily and safely along Conduit Street.
- 4.6 The Master Plan is programmed for delivery at the end of 2010. These proposals would require the land to be safeguarded by the Improvement Line as there is a likelihood that this work will be carried out within a reasonable timescale. Without the retention of the HIL this may potentially have an implication for the delivery of the Station's Master Plan.

- 4.7 Comments received by the Council's City Centre Development Manager stated that the proposed rail station development should accommodate its own transport requirements within its own land and not the public highway. The purpose of an Improvement Line review is to ensure that the roads in the area are adequate to serve the needs of the area.

Leicester Tram

- 4.8 The proposed eco-town to the south of Leicester ('Pennbury', led by the Co-operative Group and English Partnerships) has a target to build 15 000 new homes. This proposal would be the catalyst for the introduction of trams in Leicester.
- 4.9 A proposed tram line has been developed that will serve Gartree Road – London Road – Charles Street (Haymarket). Leicester Railway Station is proposed as a tram stop (on London Road). This area would potentially need to be redesigned to provide a tram stop and interchange facilities. This would have an impact on the Conduit Road / London Road junction, although the precise details of such a development are currently unknown. This scheme could potentially take 7 -10 years to deliver.
- 4.10 The retention of the Improvement Line may be necessary for the development of a tram interchange at the railway station

Highway Design

- 4.11 The Highway Transportation and Development (Htd) guide was revised and adopted by the City Council in April 2009. It details the highway and transportation infrastructure for new developments to provide for the safe and free movement of all road users. The guidance reflects the latest national design and policy guidance.
- 4.12 The Htd states that if any proposed development is to take place on an existing road, it would be necessary to conduct a radar survey to measure the existing vehicle speed to determine the 85th% ile. This would establish the visibility splays needed. Whilst traffic calming has already been implemented and it is now a 20mph zone, it was necessary to conduct a speed radar survey (carried out on 28th May 2009). The conclusion of the survey found the 85% ile to be 20mph. By referring to table DG4 of the Htd, the assessed vehicle speed of 20mph, should have a 25 metre visibility distance at a junction.
- 4.13 The Htd also states that a six metre corner radii radius should be provided for residential and B1 Class office developments.
- 4.14 If the existing Improvement Line was revoked, and the proposed development was to proceed, this would not comply with the current Htd requirements. The revocation would jeopardise pedestrian and driver safety whilst also reducing the room to manoeuvre for a pantechinon (for example refuse lorry).

Existing Buildings

4.15 There are existing private premises in Conduit Street which the current Improvement Line affects. The recently built Dawn Centre (planning application approved in 2003) has encroached onto the existing improvement Line.

Conclusion

4.16 Appendix A presents the proposed new HIL (in green) which has taken into account the guidance set out within the Htd. Appendix A is presented for illustrative purposes. The detailed specification of the new HIL is based on:

- a) A six metre radius at for both junctions at:
Glebe Street / Conduit Street; and
Andover Street / Conduit Street
- b) A 25m visibility splay (2.4m by 25m) for both junctions at:
Glebe Street / Conduit Street; and
Andover Street / Conduit Street
- c) A two metre width footway at Conduit Street (as shown within the green line). A two metre width footway has also been included at Glebe Street and Andover Street.
- d) The retention of the current HIL (as shown in blue) at London Road / Conduit Street. This includes a two metre width footway.

5 FINANCIAL and LEGAL IMPLICATIONS

Financial Implications

5.1 There are no direct financial implications arising from this report.

Martin Judson, Head of Finance

Legal Implications

5.2 Section 73 of the Highways Act 1980 details the powers of the Highway Authority, the Council with regard to Highway Improvement Lines("HIL").The Council can prescribe and revoke HIL's and this must be done by resolution Schedule 9 of the Act details the procedures that need to be taken for this and I have advised the Transport Strategy team accordingly of the procedures that need to be followed.

Jamie Guazzaroni, Solicitor- Legal Services

6 OTHER IMPLICATIONS

OTHER IMPLICATIONS	YES/NO	Paragraph references within the report
Equal Opportunities	Yes	Yes Proposed junction layout improves facilities for people in wheelchairs and parents with push chairs and the safety of vehicle drivers.

Policy	Yes	Adheres to the Highways Transportation and Development Guide as adopted by the City Council.
Sustainable and Environmental	Yes	In compliance with the Highways Transportation and Development Guide.
Crime and Disorder	No	
Human Rights Act	No	
Elderly/People on Low Income	No	

7 CONSULTATIONS

- 7.1 Prospect Leicestershire has provided comments. Network Rail and East Midlands Trains, in their capacity as Leicester Railway Station owner / tenant, have been contacted, although no comments have been received.
- 7.2 The Council's City Centre Development Manager has made comments as stated in para. 4.7.
- 7.3 The cabinet lead member, Councillor Kitterick, has been briefed on the proposed revocation of the existing HIL and implementation of a new HIL.
- 7.4 The Council is required to provide a six week consultation period to the proposed new line. The Council should consider any objections. After the consultation period has finished, the Council may then prescribe the new HIL.

8 REPORT AUTHOR

Name: Anthea Anderson
Title: Transport Strategy Team
Email: Anthea.Anderson@leicester.gov.uk
Telephone: 0116 252 6537

Key Decision	No
Reason	N/A
Appeared in Forward Plan	N/A
Executive or Council Decision	Executive (Cabinet)