

Leicester  
City Council

**WARDS AFFECTED**  
Abbey, Belgrave, Latimer, Rushey Mead

**FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:**  
Cabinet

5<sup>th</sup> June 2002

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**Belgrave Corridor Project**

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**Report of the Director of Environment, Regeneration and Development**

**1. Purpose of Report**

- 1.1 This report arises from the resolution of Council to refer the Belgrave Corridor Report previously considered at Cabinet on 20<sup>th</sup> May back to Cabinet for further consideration in the light of an objection and Amendment tabled at Council.

**2. Summary**

- 2.1 As instructed officers have considered the contents of the proposed objection and Amendment. It is not considered that there is any reason to amend the previous decision of Cabinet other than as set out in the recommendations below.

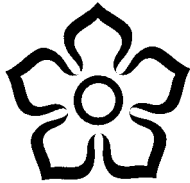
**3. Recommendations**

- 3.1 It is recommended that
- i. The previous decision of the Cabinet is confirmed;
  - ii. The criteria to be used for the review of the bus lanes be discussed in detail and agreed with the Cabinet Lead Member and Scrutiny Triumvirate prior to their introduction based primarily on bus journey times, taking into account the following additional factors: car journey times; numbers of people using bus services; and vehicle flow rates; and
  - iii. Cabinet considers whether the period for review should be 6 or 12 months.

**4. Financial and Legal Implications**

Any extra costs incurred through the need to remove the bus lanes would be met from Local Transport Plan Funds or the Traffic Group's Traffic Regulation Order budget.

5. **Report Author/Officer to contact:** Barry Pritchard, Traffic Group, extension 6522



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## **SUPPORTING INFORMATION**

### **Report**

#### **1. Background**

- 1.1 Cabinet, on May 20<sup>th</sup>, considered and approved a report on the Belgrave Corridor Project.
- 1.2 Five Members submitted an objection to the decision of Cabinet  
“on the grounds of the detrimental effect by reasons of pollution, noise, vibration, and danger to the public of diverted traffic: detriment to the area by loss of trade to the businesses and the impact of the proposals on areas adjoining the proposal.”
- 1.3 As a result of this objection the decision of Cabinet was referred to the Council meeting on 30<sup>th</sup> May.

#### **2. Consideration at Council**

- 2.1 A Motion was to be submitted to Council as follows:

“That, in the light of the points made in the Objection and the proposed amendment, and to enable appropriate officer advice to be obtained, the matter be referred back to Cabinet at its meeting on 5 June 2002 for further consideration.”

The Amendment referred to in the above Motion, and which was moved, but defeated, at Council in favour of the more general referral back was as follows:-

“That the City Council recommend to Cabinet that the decisions taken by the Cabinet at their meeting held on 20 May 2002 in respect of the Belgrave Corridor Project be endorsed on the understanding that the scheme be reviewed after six months against clearly defined criteria, to be agreed in advance by the Cabinet Lead Member and Scrutiny Triumvirate, that the budget for the removal of the scheme be ring fenced in

advance and that, subject to the local community wishing it to be initiated, on street parking be introduced along the Belgrave Corridor outside the Peak Hours only Bus Lane Scheme.“

### **3. Officer Advice**

3.1 Officer advice on the substance of the original objection is as follows:

#### **3.2 Detrimental effect of diverted traffic**

Demand for use of the private car is growing and the City Council, through the Local Transport Plan, is committed to promoting walking, cycling and public transport as alternatives to reduce this growth. As part of this the Bus Strategy requires the improvement of the provision of bus services by “whole route improvements on a corridor-by-corridor improvement basis” together with “a consistent quality of travel product right across the bus network”. To fulfil this requirement it is essential, therefore, that bus priority measures are introduced on the Belgrave Road corridor. These will complement those that have already been provided on other corridors e.g. Hinckley Road and Welford Road and are intended to be provided on others (e.g. Narborough Road, Groby Road and Aylestone Road as part of the Leicester West Scheme). Bus priority measures will eventually be proposed for all the City’s radial routes.

The detrimental effect of increased flows of private cars, in terms of pollution, noise, vibration and danger that would arise if no action were taken, is likely to be worse than that caused by any diverted traffic.

#### **3.2 Detriment from loss of trade**

There is no reason why the introduction of peak-period only bus lanes (which operate for 2 hours in each direction) on Belgrave Road should be detrimental to trade. At present no parking is allowed on Belgrave Road at any time and loading is not permitted during the peak periods (the same time that the bus lanes would operate). There is, therefore, no change proposed to permitted loading on Belgrave Road and it is proposed to introduce on-street parking and loading bays for up to 33 vehicles which would be available whenever the bus lanes were not operating.

These measures form part of a package which will include other measures designed to enhance Belgrave Road. They include the toilet recently constructed and opened, the proposal to provide additional off-street parking, better pedestrian crossings and environmental improvements to be pursued through SRB.

#### **3.3 Impact on adjoining areas**

As discussed above doing nothing is likely to result in detriment to Belgrave and adjoining areas because of the increase in car use; seeking to provide alternatives to increased car use will mitigate this detriment and minimise impact on adjoining areas.

The effect of the package of measures will be monitored and if there is evidence of adverse effects then these will be addressed; for example, by the consideration of traffic calming etc.

#### **3.4 Review after six months**

Officers would prefer the period for review to be 12 months rather than 6 months as this enables a more meaningful assessment to be carried out

The criteria to be used for the review of the bus lanes can be discussed in detail and agreed with the Cabinet Lead Member and the Scrutiny Triumvirate prior to their introduction should be based primarily on bus journey times. Other factors to be taken into account will be: car journey times; numbers of people using bus services; vehicle flow rates; accidents; and, pollutants.

### 3.5 Budget for removal

As far as the ring fencing in advance of money to remove the bus lane is concerned it will be identified at the time of its introduction either from Local Transport Plan funding from the Traffic Regulation Order revenue budget (the cost is not expected to exceed £10,000).

### 3.6 On-street parking

The Traffic Regulation Orders relating to the introduction of any on-street parking will be advertised and objections requested. This process can be used to gauge whether or not the local community wish it to be initiated.

## 4. Conclusions

4.1 There is nothing in the objection to the decision of Cabinet which suggests that the previous decision should be overturned or amended.

4.2 The contents of the Amendment will be addressed at the time that the process for implementing and monitoring the bus lanes and on-street parking is carried out, although a period of 6 months rather than 12 months for review would be preferred.

## 5. FINANCIAL, LEGAL AND OTHER IMPLICATIONS

### 5.1. Financial Implications

Any extra costs incurred through the need to remove the bus lanes would be met from Local Transport Plan Funds or the Traffic Group's Traffic Regulation Order budget.

### 5.2. Legal Implications

Some Traffic Regulation Orders will be reviewed. Separate reports will be made on these as necessary

### 5.3. Other Implications

OTHER IMPLICATIONS	YES/NO	Paragraph References Within Supporting information
Equal Opportunities	<b>None</b>	
Policy	<b>None</b>	
Sustainable and Environmental	<b>None</b>	
Crime and Disorder	<b>None</b>	
Human Rights Act	<b>None</b>	
Elderly/People on Low Income	<b>None</b>	

6. **Background Papers – Local Government Act 1972**  
Report to Cabinet 20<sup>th</sup> May 2002 Belgrave Corridor Report  
Report to Council 30<sup>th</sup> May 2002 Belgrave Corridor Report
7. **Consultations**  
No consultations were necessary for the preparation of this report
8. **Report Author**  
Barry Pritchard, Traffic Group, ext 6522