

Leicester  
City Council

**WARDS AFFECTED**  
**Westcotes, North Braunstone & Rowley Fields**

**FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:**

**Cabinet**

**29th July 2002**

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**ROWLEY FIELDS AND NORTH BRAUNSTONE - SAFER ROUTES PROJECT &  
NARBOROUGH ROAD LOCAL SAFETY SCHEME**

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

**1 Purpose of Report**

This report informs the Cabinet of the Rowley Fields and North Braunstone "Safer Routes" project. It also informs them of the results of the consultations carried out on the Narborough Road Local Safety Scheme as part of this project.

**2 Summary**

2.1 The Rowley Fields and North Braunstone "Safer Routes" project is a combination of four schemes:

- Narborough Road Local Safety Scheme
- Hallam Crescent and Cort Crescent Traffic Calming Scheme
- North Braunstone West Traffic Calming Scheme
- Safer Routes for the secondary and primary schools on the Rowley Fields and North Braunstone area.

2.2 This report seeks the authority to proceed with the Narborough Road Local Safety Scheme and submit further reports to the Director on the remaining part of the project as consultations are completed.

2.3 Of those that responded to the questionnaire sent out to residents along Narborough Road, 76% agreed with the proposed Local Safety Scheme.

**3 Recommendations**

That the Cabinet: -

- 3.1 approve the outline proposals for the Rowley Fields and North Braunstone "Safer routes" project, as shown in Appendix A;
- 3.2 agree that further reports be submitted to the Director as required to implement the outline proposals that will make up the Rowley Fields and North Braunstone "Safer Route" project;
- 3.3 approve the Narborough Road Local Safety Scheme in principle; and
- 3.4 note that consultations will be undertaken with Ward Councillors prior to the Director approving the advertisement of the Traffic Regulation Orders associated with the scheme.

#### **4 Financial and Legal Implications**

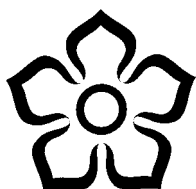
- 4.1 The total cost of the Narborough Road Local Safety Scheme (estimated at £1,203,000) and the remainder of the Rowley Fields and North Braunstone “Safer Routes” project (estimated at £610,000) is required to be funded from the Supplementary Credit Approval for integrated transport for 2002/2003 (estimated at a total of £1,813,000).
- 4.2 Under the Road Traffic Regulation Act 1984, Section 23 it will be necessary to formally advertise the intention to install a Toucan, Zebra or Pedestrian Crossing and for authority to be sought from the Secretary of State for Transport.
- 4.3 Under the Road Traffic Regulation Act 1984, Section 1 it will be necessary to formally advertise the intention to install Traffic Regulation Orders.
- 4.4 Under the Highways Act 1990, it will be necessary to formally advertise the intention to install traffic calming features.

#### **5 Report Author/Officer to contact:**

Angie Dunn, Client Officer, Traffic Impact Team. Extension 6532

#### **DECISION STATUS**

<b>Key Decision</b>	<b>Yes</b>
<b>Reason</b>	<b>Capital expenditure over £1 million</b>
<b>Appeared in Forward Plan</b>	<b>Yes</b>
<b>Executive or Council Decision</b>	<b>Executive (Cabinet)</b>



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

**SUPPORTING INFORMATION**

**1 North Braunstone and Rowley Fields Safer Routes Project**

1.1 The North Braunstone and Rowley Fields "Safer Routes" project is a combination of four schemes for the Rowley Fields and North Braunstone Area. These are:

a ) Local Safety Scheme for Narborough Road.

Four locations on Narborough Road (identified from the 2000/2001 cluster site list), have been amalgamated as a Local Safety Scheme because of the significant number of personal injury accidents (p.i.a.). These sites are as follows:

Narborough Road/Fullhurst Avenue	-	21 p.i.a.
Narborough Road/Ashleigh Road/Noel Street	-	15 p.i.a.
Narborough Road/Upperton Road	-	13 p.i.a.
Narborough Road/Imperial Avenue/Danvers Road	-	13 p.i.a.

In all, there were 93 personal injury accidents on Narborough Road in the period between 1<sup>st</sup> January 1997 to 31<sup>st</sup> December 1999. This is equivalent to 31 accidents per year. The scheme is expected to save approximately 10 accidents per year.

b ) Hallam Crescent East and Cort Crescent Traffic Calming Scheme.

In the priority list for traffic calming residential areas, which was approved by the Urban Management Sub-Committee in January 1999, Hallam Crescent East and Cort Crescent are 14<sup>th</sup> in the list of residential distributor roads.

c ) North Braunstone West Traffic Calming Scheme.

In the priority list for traffic calming residential areas, which was approved by the Urban Management Sub-Committee in January 1999, the North Braunstone West area is 17<sup>th</sup> in the list of residential areas.

d ) Safer Routes to schools for the secondary and primary school in the Rowley Fields and North Braunstone area.

Our current aim is to provide a 'Safer Route' to every school by 2011. We plan to achieve this by physical improvements and promotion of sustainable facilities for pedestrians, cyclists and public transport users. With these measures we will seek a 50% reduction in vehicle recorded injury accidents and general road dangers, with longer term environmental and health improvements. A plan showing the area of the project is shown in Appendix A.

1.2 As all of these schemes inter-relate and complement each other, it is proposed that they be amalgamated into one project known as the 'Rowley Fields and North Braunstone Safer Routes' project. This enables residents and parents to be aware that each scheme is part of a co-ordinated approach to reducing road danger, particularly for children in the Rowley Fields and North Braunstone wards. However, to ensure that implementation can be coordinated into a rolling programme, this report seeks authority to proceed with part (a) of the project. Further reports will be submitted on the remaining parts of the project as appropriate.

### 1.3 Narborough Road Local Safety Scheme

1.3.1 A leaflet outlining the proposals was distributed on 19<sup>th</sup> September 2001. A copy is attached as Appendix B, which includes a diagrammatic plan of the proposals. A public exhibition of the proposals was held on 21<sup>st</sup> September at Trinity Methodist Church Hall and on 22<sup>nd</sup> of September at Leicester College Bede Island Campus.

1.3.2 To assess the support of residents for the scheme a questionnaire and a freepost envelope was issued. Of those returned 39 (76%) agreed with the proposals, 6 (12%) were against and 6 (12%) didn't know. Residents were also asked if they agreed with a number of issues within the scheme that could be subject to objections in the future. These were:

	Agree		Disagree		Don't Know	
	Nos.	%	Nos.	%	Nos.	%
a) Closing the gap in the central reservation at the junction of Haddenham Road	<b>35</b>	69	<b>7</b>	14	<b>9</b>	18
b) The introduction of lay-bys where possible	<b>43</b>	84	<b>6</b>	12	<b>2</b>	4
c) Widening of the road between Walton Street and Stuart Street	<b>39</b>	76	<b>6</b>	12	<b>6</b>	12
d) Banning waiting and loading at any time on both approaches to the Toucan crossings	<b>44</b>	86	<b>5</b>	10	<b>0</b>	0
e) Banning the left turn into Upperton Road (towards Fosse Road South)	<b>23</b>	45	<b>20</b>	39	<b>8</b>	16

1.3.3 Councillor Roberts has asked whether users of the Manor Farm Neighbourhood Centre had been consulted over the proposals to close the gap in the central reservation at Haddenham Road. In line with approved procedure for consultation on traffic schemes, all properties within 100 metres of the proposals have been consulted. The Manor Farm Neighbourhood Centre falls outside of the 100 metres and was not therefore consulted. Public exhibitions were also held to allow residents to see detailed plans of the proposals to be seen. As part of the on-going consultation process, it is proposed to consult Manor Farm Users about the gap closure.

- 1.3.4 The reason for the gap closure is to provide a toucan crossing, which will link up to the cycle path on the Great Central Way. This is the most desirable location as there is an exit from the Great Central Way close to this road. If the toucan were to be provided without the gap closure, the turning movements, particularly the right turn into Narborough Road, would increase the risk of accidents as the ahead traffic could block the right turn.
- 1.3.5 Off peak 15 vehicles per hour use the gap in the central reservation.
- 1.3.6 Councillor Osman has raised concerns about the proposal to ban the left turn at the junction of Narborough Road and Upperton Road on the inbound approach.
- 1.3.7 The reason for proposing the banning of the left turn is to provide improved pedestrian facilities at this junction. By banning the left turn, the crossing distances can be reduced, thus reducing exposure to traffic. Without the banned left turn, the stop lines will need to be set back further from the junction. This together with the crossing distances will result in reduced efficiency and reduced capacity at the junction. As this junction is a critical part of this network, the delays will have an effect on the remainder of the network.
- 1.3.8 Part of the scheme proposes to improve facilities for buses, and any reduced capacity at the Upperton Road and Narborough Road junction will have an adverse effect on any savings of bus journey times which this scheme will provide.
- 1.3.9 There is a concern that the existing left turn traffic will be relocated to the adjacent side streets. However, these side streets have been traffic calmed, so that the likelihood of increased danger has been minimised.
- 1.3.10 During peak hours, the number of drivers observed making the left turn is 21 in the am peak and 25 in the pm peak.
- 1.3.11 The geometry of the road does not allow stagger stop lines to be provided, to improve the right turn into Upperton Road. This with the location of the signal heads in less desirable locations will mean that the opportunity to improve clarity and visibility for motorists will be lost, together with the potential safety benefits.
- 1.3.12 Without the banned left turn, it would not be possible to incorporate the pedestrian facilities on Upperton Road without compromising the greater risk of safety to both road users and pedestrians.
- 1.3.13 The appropriate ward councillors have also been contacted regarding these issues. The Rowley Fields Councillors support the gap closure, as they have had positive support from residents on this issue.
- 1.3.14 The Westcotes and Rowley Fields ward councillors have expressed their concerns about the banned left turn at the junction of Narborough Road and Upperton Road. They support the principle of the safer routes scheme and would be willing to discuss the details of the banned left turn as part of the Traffic Regulation Order proposals. Ward councillors have agreed that their written endorsement is sought to the Director approving the advertisement of the Orders to introduce the banned movements.

1.3.3 Given the support for the scheme from residents and subject to further negotiation with ward councillors regarding the details of the scheme, it is recommended that Cabinet give approval to the scheme, in principle.

## 2 Details of Research and Consultation

2.1 Letters and plans were sent to the Chief Officers of the Police, Fire and Ambulance Services dated 17<sup>th</sup> August 2000 and detailed plans sent on 25<sup>th</sup> September 2001.

2.2 Letters and plans were sent to the bus operators dated 17<sup>th</sup> August 2000 and detailed plans sent on 25<sup>th</sup> September 2001.

2.3 Letters and plans were sent to Ward Councillors dated 17<sup>th</sup> August 2000 and detailed plans sent on 25<sup>th</sup> September 2001.

## 3 Implications.

### 3.1 Other Implications

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	Yes	3.2
Policy	NO	
Sustainable and Environmental	Yes	3.3
Crime and Disorder	NO	
Human Rights Act	NO	
Local Transport Plan	Yes	3.4
Elderly People and Low Income	NO	

### 3.3 Equal Opportunity Implications

3.3.1 Walking and cycling are forms of transport available to most road users and reductions in road danger and access improvements for these modes provides benefit for all, with particular benefit to the most vulnerable road users.

### 3.4 Sustainable and Environment Implications

3.4.1 The primary objective of the introduction of "Safer Routes" projects is to encourage the use of sustainable transport by school students and staff; to achieve a reduction in the number of recorded injury accidents and reduce road dangers.

3.4.2 In the medium term, a reduction in traffic levels will reduce the environmental impact of pollution, congestion and community severance, and this is likely to lead to longer term health improvements for all.

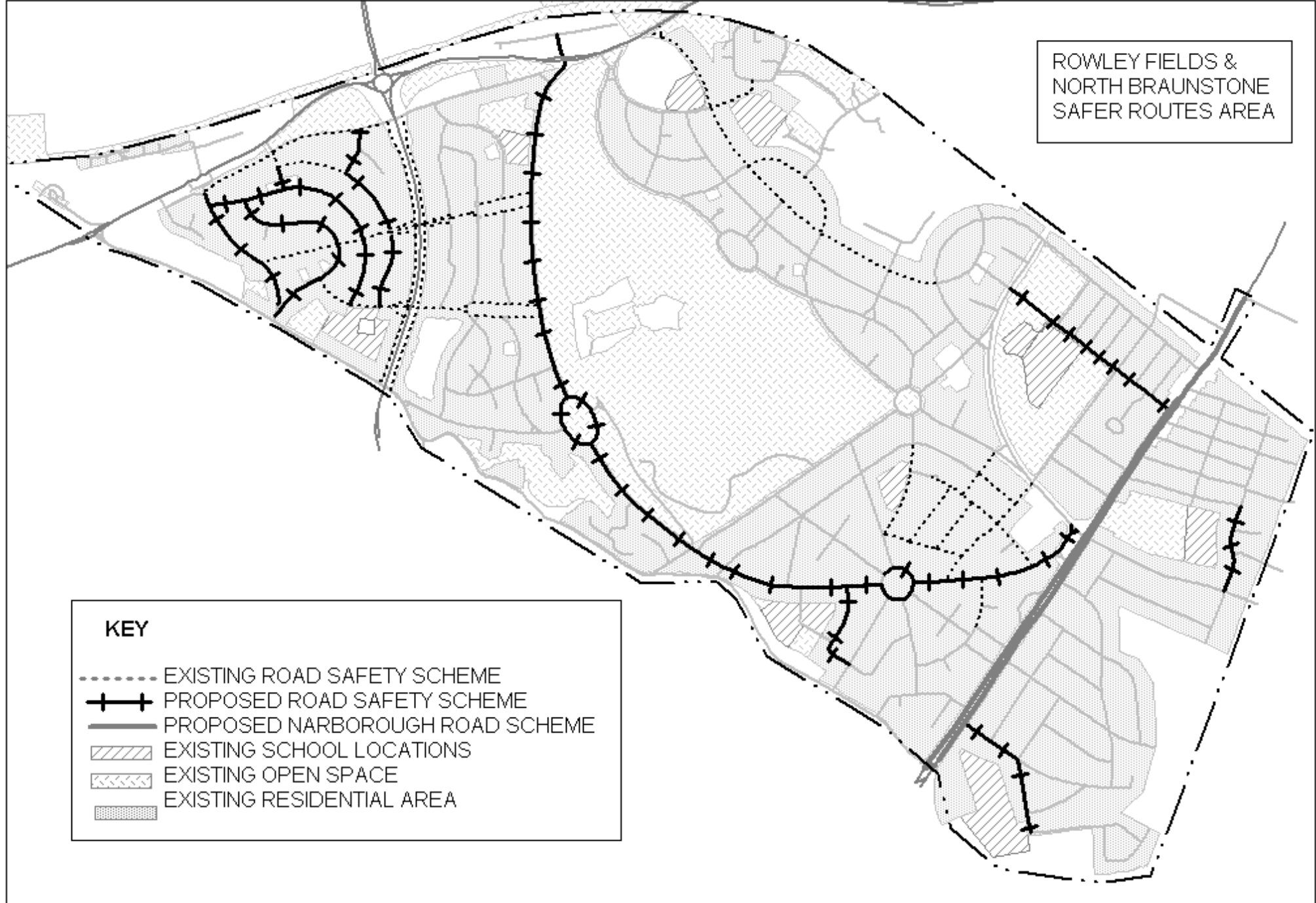
### **3.5 Local Transport Plan Implications**

3.5.1 Safer Routes projects will assist in addressing the prime objectives of the Local Transport Plan to improve all aspects of transport safety, accessibility and the environment. It will also contribute to the secondary objectives of reducing transport emissions, reducing accidents, reducing community severance and improving community participation.

## **4 Background Papers**

4.1 Narborough Road file TA9273

4.2 Report to Cabinet on 4<sup>th</sup> June 2001 - Road Safety on Distributor Roads.





**NARBOROUGH ROAD - LOCAL SAFETY SCHEME****Public Consultation and Exhibition****What are the proposals?**

In order to improve road safety along Narborough Road it is necessary to try and reduce vehicle speeds and improve facilities along Narborough Road for pedestrians, cyclists.

In order to achieve this we propose:

➤ **Between Braunstone Lane and Fullhurst Avenue:**

- ◆ Provide additional pedestrian and cycle crossing facilities between Mortimer Way and Rowley Fields Avenue.
- ◆ Provide bus lanes in both directions
- ◆ Provide sheltered parking bays (like those in along Narborough Road between Upperton Road and Hinckley Road) and laybys to prevent parked vehicles blocking running lanes for cars

➤ **At the junction of Fullhurst Avenue:**

- ◆ Provide a signalised right turn in both directions
- ◆ Provide a bus only slip road from Hallam Crescent East
- ◆ Provide improved pedestrian/cycle facilities

➤ **Between Fullhurst Avenue and Imperial Avenue:**

- ◆ Provide additional pedestrian and cycle crossing facilities between Haddenham Road and Winton Avenue. **THIS WILL REQUIRE THE CLOSURE OF THE GAP IN THE CENTRAL RESERVATION AT THE JUNCTION OF HADDENHAM ROAD**
  - ◆ Provide laybys where possible
- **At the junction of Imperial Avenue**
- ◆ Provide improved pedestrian crossing facilities

➤ **Between Imperial Avenue and Upperton Road**

- ◆ Provide a pedestrian and cycle crossing facility near to Winchester Avenue.
- ◆ Provide a pedestrian refuge close to Ashleigh Road. **TO DO THIS WE WILL HAVE TO REMOVE SOME OF THE PAVEMENT.**
- ◆ Provide laybys where possible

➤ **At the junction of Upperton Road**

- ◆ Improve pedestrian facilities at the junction of Upperton Road. **TO DO THIS A LEFT TURN BAN INTO THE SECTION OF UPPERTON ROAD BETWEEN FOSSE ROAD AND NARBOROUGH ROAD IS NEEDED.** ❖

**CONSULTATION**

This leaflet is being distributed to all residents and businesses in the area between Braunstone Lane and Upperton Road. You are invited to make your comments on the enclosed questionnaire that can either be handed in at the exhibition or posted free to the address on the back of the questionnaire.

Local ward councillors are aware of the proposals and have been invited to the exhibition.

Scaled and detailed plans of the proposals will be available will be displayed at the following locations:

**Trinity Methodist Church - Friday 21<sup>st</sup> September**

**3.30pm to 5.45pm**

**Leicester College - Saturday 22<sup>nd</sup> September**

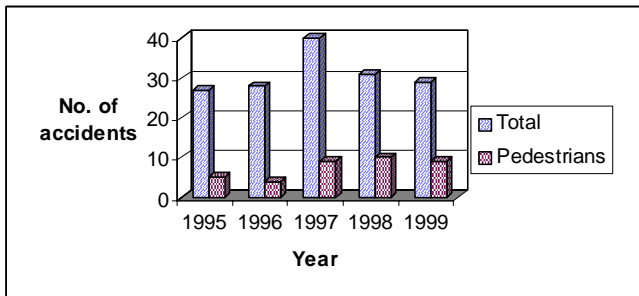
**10.30am to 12.45pm**

Officers will also be available to answer any queries or concerns you may have.

## THE PROBLEMS

Congestion, delay, accidents and poor air quality occur frequently on Narborough Road. In particular, high traffic flows at peak hours create problems for buses, pedestrians, cyclists and the local economy. Some of the traffic which passes through Narborough Road uses it to access the City Centre, the County or the M1 and M69.

In the last 5 years 155 injury accidents have been reported along Narborough Road between the Post House junction and the junction of Upperton Road. 30% of these have involved pedestrians.



Research has shown that due to traffic growth, unless we change our habits or unless we do something about these problems, they will continue to get worse, for local people and the whole economy

## Have Your Say!

Although it might sound as though we have decided what we want, we don't know Narborough Road like you do!

This leaflet is being distributed to all residents and businesses in the area between Braunstone Lane and Upperton Road. You are invited to make your comments on the enclosed questionnaire that can either be handed in at the exhibition or posted **FREEPOST** to the address on the back of the questionnaire.

We can't promise we will take on board every comment or suggestion. It is often the case that one suggestion can be completely contradictory to another.

The results of these questionnaires will be reported to a Council committee. It is only possible to report those responses that are returned. It is important therefore that you return the questionnaire in order for your views to be considered. ❖

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KEY

- PROPOSED PARKING BAYS
- PROPOSED BUS LANES

