



Leicester  
City Council

**WARDS AFFECTED**  
Aylestone  
Rowley Fields

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

**Cabinet**

**12 February 2001**

### **Evesham Road - Saffron Lane link**

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#### **Report of the Director of Environment and Development**

##### **1. Purpose of Report**

- 1.1 To advise Cabinet on the implications of revoking the improvement lines and schemes originally made to protect the route of the Evesham Road - Saffron Lane link road.

##### **2. Summary**

- 2.1 The report indicates that there are a number of questions relating to the future potential use of this land which cannot be answered in advance of further studies being carried out. There are a number of potential uses for the land currently reserved, as follows:
- a) for a modern tram-line or other public transport route
  - b) for a new road to act as an alternative to Upperton Road, in the event of the viaduct having to be closed to some or all classes of motor vehicle.
  - c) for a new road to provide access to industrial land between the reservation and the Leicester - Coalville railway line.

##### **3 Recommendations**

- 3.1 Cabinet is recommended to,
- a) reaffirm the position that the City Council has no intention to build the strategic East-West link
  - b) ask the Director to carry out the studies into light rapid transit and Upperton Road as quickly as possible, and to report back to Cabinet as soon as it is known what implications there are for the future or otherwise of the improvement lines and schemes
  - c) take no further action on the improvement lines and scheme at this stage

##### **4 Financial and legal Implications**

Investigating the various possible uses for this corridor will require funding.

- 5. Report Author/Officer to contact:** Mike Pepper - Head of Traffic ( Extn No: 6520)

## Supporting Papers

### 1 Report

- 1.1 Cabinet, at its meeting on 29 January 2001, considered my report on this subject, which recommended that "Cabinet is recommended, until the matters referred to in the report have been investigated, to take no decision to abandon the Evesham Road/Saffron Lane reservation."
- 1.2 Cabinet resolved, however, that "the Director of Environment & Development be asked to report back to the next meeting of Cabinet on the consequences of removing from the list the highway improvement scheme and lines originally approved for the purpose of building the Evesham Road - Saffron Lane Link"
- 1.3 A proposal to build a new road along this route has been in existence for almost a century. However, the Highway Authority resolved in January 1994 that it could no longer support the East-West route, and this is the current position. However, the associated improvement lines and scheme have not been revoked. Plans of the improvement scheme and lines will be displayed at the meeting.
- 1.4 Whilst the original intention, that of building a middle ring road, is no longer an extant proposal, there are other potential uses to which the route could be put. The implications of revoking the lines and scheme now are as follows:
- 1.5 The opportunity to use the reservation for a light rapid transit scheme could/would be lost. If the proposed engineering study shows that this is the best line for a route to the south west of the City, and this option is no longer available, this could adversely affect the chances of it and the rest of a network being built. The answer to this question is likely to be known in about a year's time.
- 1.6 The opportunity to use the reservation as an alternative to Upperton Road will be lost. This could become a problem, diverting traffic on to less suitable routes, should it prove necessary, because of the condition of the viaduct, to close it to all or some classes (heavy vehicles) of traffic. An answer to the question about whether or not the use of an alternative route is the best option is hoped to ready within the same timescale of about one year.
- 1.7 The opportunity to provide access from Aylestone Road to industrial land between the line of the reservation and the Leicester - Coalville railway line will be lost. This could affect the potential future development of this site.
- 1.8 The opportunity to provide cycling and pedestrian facilities between Narborough Road and Saffron Lane along this route would/could be lost. It is thought unlikely that a new bridge could be justified solely for this purpose; it was always seen that the opportunity offered by a bridge built for another purpose would be taken up.
- 1.9 A small number of properties owned by the Council affected by the improvement lines would become available for resale.
- 1.10 Unless the Council moves to evict its tenants prior to the improvement lines being revoked, some or all of them will acquire new rights as secure residential tenants. This would affect the value of the Council owned properties.

1.11 Property adjacent to or directly affected by the lines and schemes might be expected to appreciate in value. These properties, a number of which are in Council ownership, are principally in Evesham Road, Boundary Road and Hughendon Drive.

**2. Details of Research & Consultation.**

2.1 No research and little consultation has taken place since March because of the lack of funding. It is recommended that considerable research is needed, and that extensive consultations should take place before any firm decision is taken by the Council.

**3. Implications.**

3.1 Equal Opportunities Implications

These would be considered as an integral part of each piece of research.

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	YES	3.1
Policy	NO	
Sustainable and Environmental	NO	
Crime and Disorder	NO	
Human Rights Act	NO	

**4 BACKGROUND PAPERS**

4.1 Report to Cabinet dated 29 January 2000.

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31 January 2001