

**Report for consideration by the
Planning and Development Control Committee**

13 March 2019

**OBJECTION TO ASFORDBY STREET AREA, PROPOSED ONE-WAY STREET
RESTRICTIONS WITH AN EXEMPTION FOR PEDAL CYCLES**

Report of the Director of Planning, Development and Transportation

1. Purpose of Report

- 1.1 To enable the Committee to give their views to the Director of Planning, Development and Transportation to be taken into account when considering the recommendations set out in Section 3 of this report.

2. Summary

- 2.1 The City Council have received complaints from residents, local Councillors and the local MP regarding safety and traffic movements in the Asfordby Street area within the City of Leicester. These roads are narrow terraced streets that have parking on both sides of the road during the day and night. This has led to issues involving driver conflict and vehicle damage. The introduction of one-way street restrictions on affected roads will improve safety and help maintain free flow of traffic in this area. It is proposed to introduce one-way restrictions on the following roads, Asfordby St, Baggrave St, Bridge Rd, Harewood St, Leicester St, Thurlby Rd, Rolleston St and Wood Hill.
- 2.2 During advertisement of the Traffic Regulation Order (TRO), three objections were received against the original proposals. The main objection raised was linked to the direction of travel on Wood Hill and that a one-way Street could lead to congestion. Officers met with residents and Councillors, which included two of the objectors. This led to an agreed modification to the original proposal.
- 2.3 In response to these objections the City Council agreed to modify the proposals around Wood Hill, so that part of this road would not become one way. This would not affect access to both Asfordby Street and Baggrave Street from Wood Hill, therefore reducing any possibility of congestion in this area. A modification letter was sent out to directly affected residents for their

consideration. As a result, two of the original written objections were withdrawn. However, there remains one unresolved objection.

- 2.4 The original and modified proposals of the One-way Street restrictions for the Asfordby Street area can be seen on the attached OBJECTORS REPORT PLANS APPENDIX A.

3. Recommendations

- 3.1 It is recommended that:
The members of the Committee give their views for the Director of Planning, Development and Transportation to take into account when considering whether or not to make the proposed Traffic Regulation Order.

4. Background

- 4.1 The Asfordby Street area is predominantly a residential area with terraced housing on narrow streets. Vehicles park on both sides of the road making it difficult for two-way traffic flow and there are very few passing places. This has led to driver conflicts and vehicle damage in the area resulting in complaints to Councillors and the Local MP.
- 4.2 In response, the City Council proposed one-way street restrictions in the Asfordby Street area to address residents' concerns, improve road safety and facilitate the safe passage of vehicles.
- 4.3 The original One-way proposals were advertised on the 24th September 2018 and three objections were received. Following a meeting with residents of Wood Hill and North Evington Ward Councillors on 3rd December 2018, modified proposals were developed resulting in two of the two objections being withdrawn. This leaves one unresolved objection.

5. Report

- 5.1 One Way Street restrictions for the Asfordby Street area was identified for consideration from a feasibility report dated November 2017. This report looked at a number of areas within Leicester. For Asfordby Street area there were concerns raised by residents and local Councillors. This area was classed as a high priority due to the narrow terraced streets and the issues around safety and driver conflict.
- 5.2 The proposed TRO was advertised in the Leicester Mercury and on street on 24th September 2018.
- 5.3 Consultations on the proposals have been undertaken and an executive decision report was presented to the Assistant City Mayor (Cllr Kirk Master) in October 2018 to proceed with Asfordby Street Area proposals.
- 5.4 The proposals look to extend some of the existing one-way streets within this area and introduce additional one-way restrictions on other streets as stated

in Paragraph 2.1. This proposed TRO, also allows for an exemption to pedal cycles to contra-flow the one-way restrictions. With the introduction of one-way street, the City Council would be looking to improve the free flow of traffic along the carriageway, remove driver conflict and prevent damage to parked vehicles due to the narrow street layout of these terraced streets. This could also help with parking in the area and all vehicles will be parked in the same direction.

- 5.5 Following receipt of the three written objections to the proposals a site meeting was held with residents and North Evington councillors on 3rd December 2018. Concerns were discussed over access and egress to Asfordby Street and Baggrave Street from Wood Hill, which could lead to a longer detour around the area. In addition, some residents had different views on how parking for disabled and loading should be undertaken on the hill section of Wood Hill. Minor changes were agreed at the meeting and a modification letter and plan subsequently distributed to directly affected residents on both Wood Hill and part of Asfordby Street.
- 5.6 This modification letter informed directly affected residents that two sections of Wood Hill would remain two-way. As such, this would also create a smaller gyratory network between Asfordby Street and Baggrave Street, allowing car drivers easier access back to the main roads.
- 5.7 Following the distribution of the modification letter, two objectors withdrew their written objections. However, this still leaves one objection unresolved and requiring consideration.
- 5.8 Details of the remaining objection (received by e-mail) and the response to it are provided in APPENDIX B, OBJECTION RECEIVED BY E-MAIL FROM OBJECTOR 'A', DATED 29/10/18.

6. Conclusion

- 6.1 The one-way streets TRO proposal for the Asfordby Street area was identified as a high priority, following a report looking at request for one-way street. After being formulated in accordance with the Leicester City Council's Local Transport Plan and is linked to the Local Environmental Wards (LEW) Programme.
- 6.2 The purpose of the proposed TRO is to improve road safety and reduce conflict between drivers by removing two-way traffic flows (except cycles) on the narrow residential streets.
- 6.3 The Objector 'A', has not responded back to the City Council following the modification letter and plan to the original proposals. Further email communication has failed to solicit a response for Objector 'A' to either confirm or withdraw the objection. As a result, there remains this one unresolved objection.

- 6.4 Officers recommend that the remaining objection be overruled, and the modified proposals should now be implemented. The overall benefits to local community with regards to safety and reduced conflict between motor vehicles, far out ways the objector's concerns, which were reduced by the modified proposals. (A plan showing the modified one-way street proposals is shown in Appendix A).

7 Financial Implications

- 7.1 The total estimated cost of the proposed scheme with the making and final advertising the TRO, in addition to tom the signing, lining and remedial works is estimated at £50.000 and is funded from the LEW Programme.

8. Legal Implications

- 8.1 The Road traffic regulation Act 1984 (As amended) and all associated subordinated legislation, requires that all objections made and not withdrawn are taken into consideration before and Order is made. All objections received have been taken into consideration during the TRO process and in preparation of this report.

- 8.2 The formal reasons for the One-way street proposals are to avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising. For facilitating the passage on the road of any class of traffic (including pedestrians), and for improving the amenities of the area through which the road runs.

- 8.3 Within 14 days of making an Order, the Order making Authority shall notify the making of the Order in writing to any person who has objected and where the objection has not been wholly acceded to, shall include in that notification the reason for the decision.

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 the advertisement of Traffic Regulation Orders as covered by the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. The Chief Operating Officer has arranged for his power to be exercised by the Director, Planning, development and Transportation.

10. Decision Making

- 10.1 The power to make a Traffic Regulation Order is delegated to the Director of Planning, Development and Transportation having regard to comments made by the Planning and Development Control Committee.

11. Decision of the Director of Planning, Development and Transportation

11.1 Approval is **given / not given*** to the making of the Order as set out in Section 3.

Signed.....

Dated

**Andrew L Smith,
Director Planning, Development and Transportation**

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