

OBJECTORS REPORT PLANS - APPENDIX A

ORIGINAL PROPOSED PLAN – ONE-WAY RESTRICTIONS ASFORDBY STREET AREA

001-OWSR-GLR-001 Rev 'C'

Asfordby Street Area

MODIFICATION LETTER AND PLAN – ONE-WAY RESTRICTIONS ASFORDBY STREET AREA

001-OWSR-GLR-001 Rev 'D'

Asfordby Street Area

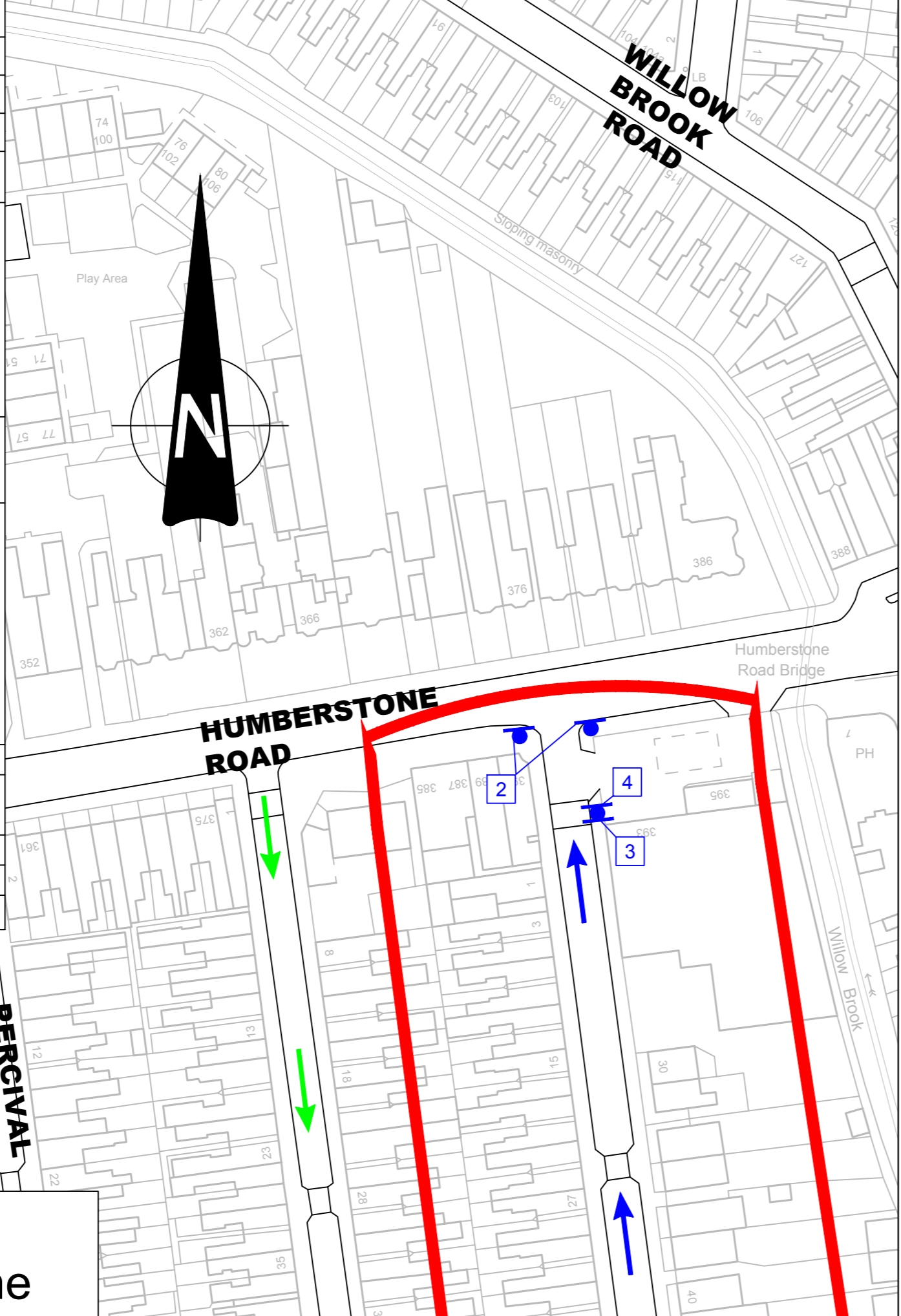
C	Amended for consultation & Advert	11.06.18
B	For consultation	02.05.18
A	Amended to Councillor comments	18.04.18
Initial	For discussion purposes only	Mar 18
Revision	Amendment	Date

Leicester City Council
 Planning, Transportation & Economic Development


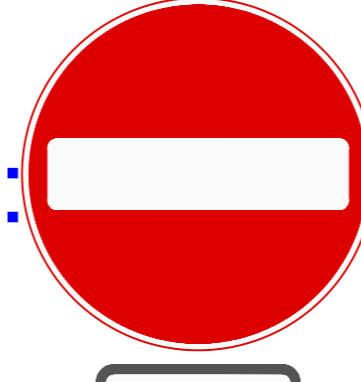
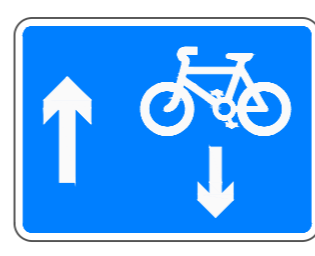
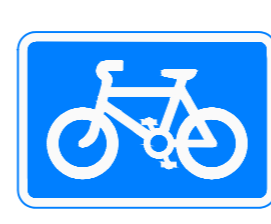



CLIENT
 Leicester City Council



TITLE
 Review of Existing Streets for Potential Conversion to One Way Streets
 Green Lane Road/Asfordby Street Area

DRAWING No.	REV	SCALE
001-OWSR-GLR-001	C	NTS
DRAWN BY	PBS	DATE
CHECKED	MG	SIZE
ACAD FILE	OWSR	UPRN
		OWSR






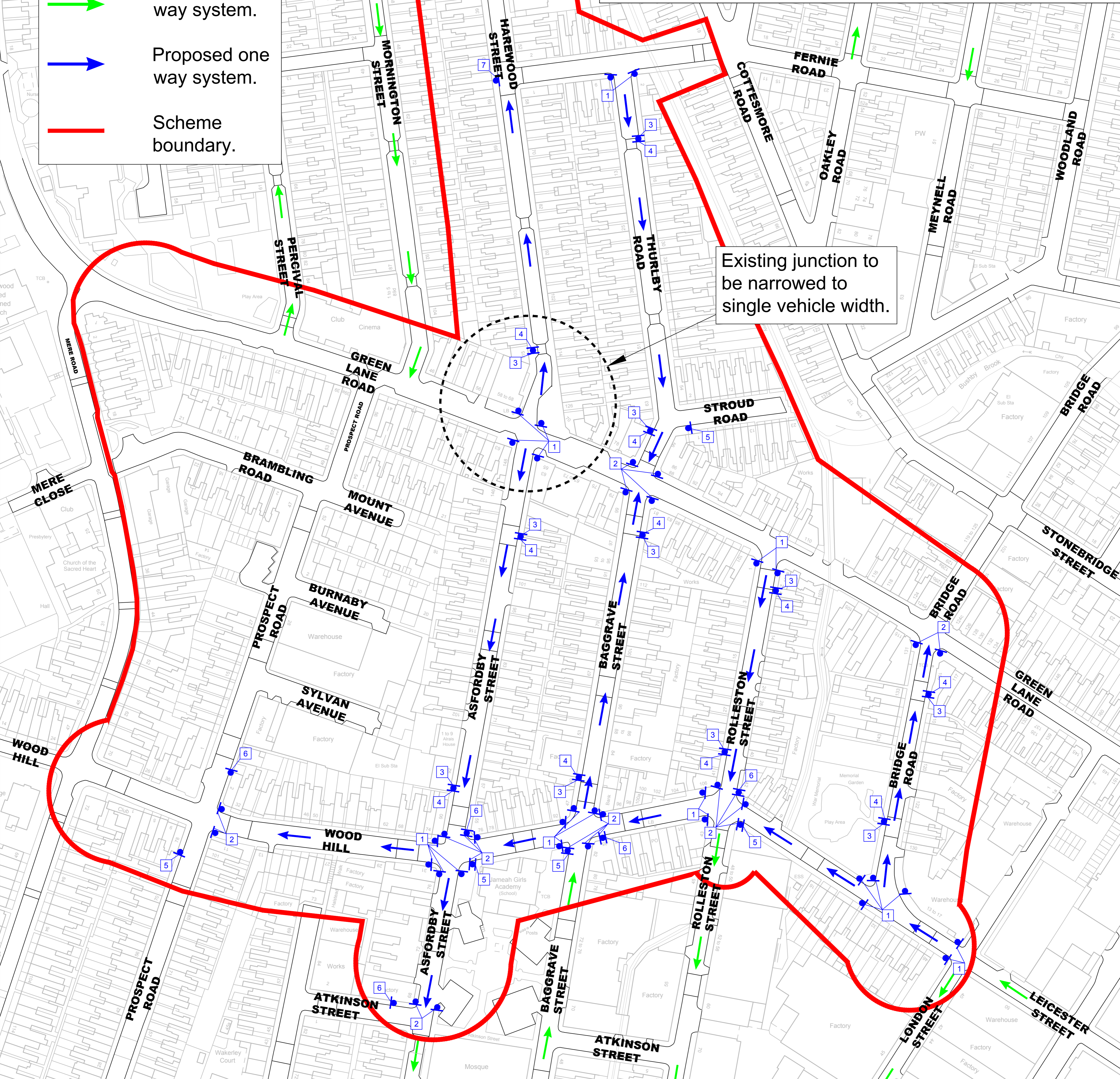
SIGNING KEY:

- 1:  TSRGD Dia. No. 652
- 2:  TSRGD Dia. No. 616 & 954.4
- 3:  TSRGD Dia. No. 960-2
- 4:  TSRGD Dia. No. 967
- 5:  TSRGD Dia. No. 612 & 954.4
- 6:  TSRGD Dia. No. 613 & 954.4
- 7:  TSRGD Dia. No. 609 & 954.4 (R)

 Post & Traffic Sign Location
 Post with two Traffic signs back to back

KEY:

-  Existing one way system.
-  Proposed one way system.
-  Scheme boundary.



Please ask for: Ian Nash
Direct line: 0116 4543574
Email: ian.nash@leicester.gov.uk



Date: 11th December 2018

To Local Residents' of
Asfordby Street & Wood Hill.

MINOR MODIFICATION LETTER

Dear Occupier

Asfordby Street Area, Leicester, One-way Streets – Modification to Traffic Regulation Order

I refer to my previous letter to you earlier this year regarding a proposed One-way street scheme for the Asfordby Street area. Both the consultation and public advertisement took place between the 19th September and the 22nd October 2018. Following this, concerns were raised by local residents, regarding Wood Hill and a site meeting was held with a number of residents and elected Councillors. It was felt by those residents living on the street, that it would be better if the street remained two-way, as this could assist drivers when parking in either direction on the hill. This was felt especially important for those with mobility issues, either being the driver or their passengers. It would also help with access or egress from a vehicle and the ability to load and unload to residents' properties. Taking into consideration the fixed railings installed close to the kerb edge on the north side of the road.

Looking at existing traffic movements in this area and taking into consideration the width the road for Wood Hill, it is clear, that the parking on both sides of the road does not have any detrimental impact on two-way traffic flow. Therefore, it has been agreed that Wood Hill will not have a one-way street restriction implemented on this road.

It should also be noted, that the proposed change will also include the section of Wood Hill that runs between Asfordby Street and Baggrave Street. This will allow residents or their visitors on Asfordby Street (*from Green Lane Road to Wood Hill*) to access Baggrave Street, in order to reach Green Lane Road by motor vehicle. This removes a potential 500 metre detour, travelling the full length of Asfordby Street to St Saviours Road, and then having to travel back down Baggrave Street. This change should help with traffic movements within this residential area and again would not be detrimental to traffic flow.

There are no further modifications being proposed to the One-way Street TRO. The Modified TRO for One-way Street restrictions will now only include those streets, listed on the reverse side of this letter. The objection period for that list of streets has now closed.

LEICESTER CITY COUNCIL (ASFORDBY STREET AREA, DONCASTER ROAD AREA AND MERE ROAD AREA, LEICESTER) (ONE-WAY STREET RESTRICTIONS WITH EXEMPTION FOR PEDAL CYCLES) TRAFFIC REGULATION ORDER 2018 (No.## MODIFIED)

The modified TRO only include the following roads: **Baggrave Street** from its junction with Wood Hill heading north to Green Lane Road: **Bridge Road** from its junction with Leicester Street heading north to Green Lane Road: **Harewood Street** from its junction with Green Lane Road heading north to A47 Humberstone Road: **Thurlby Road** from its junction with Fernie Road heading south to its junction with Green Lane Road: To extend the existing one-way restrictions on **Asfordby Street** from its junction with Green Lane Road heading south to Atkinson Street: **Leicester Street** from its junction with London Road heading north-west to Rolleston Street, and finally **Rolleston Street** from its junction with Green Lane Road heading south to Leicester Street.

The modified One-way Street proposals are shown on the drawing; Scheme 1 001-OWSR-GLR-001Rev 'D'.

Before proceeding further with these proposals and in accordance with statutory procedures and policies, I now wish to consider any representation regarding this modification. Any comments related to the modified TRO, should be received in writing at the address on the footer or by email to ian.nash@leicester.gov.uk by 30th December 2018. All comments will be considered by Assistant City Mayor, Kirk Master and the Highways Department, prior to making any decisions on a scheme.

Yours sincerely,



Ian Nash
Project Support

D	Modification of proposed scheme area	06.12.18
C	Amended for consultation & Advert	11.06.18
B	For consultation	02.05.18
A	Amended to Councillor comments	18.04.18
Initial	For discussion purposes only	Mar 18
Revision	Amendment	Date

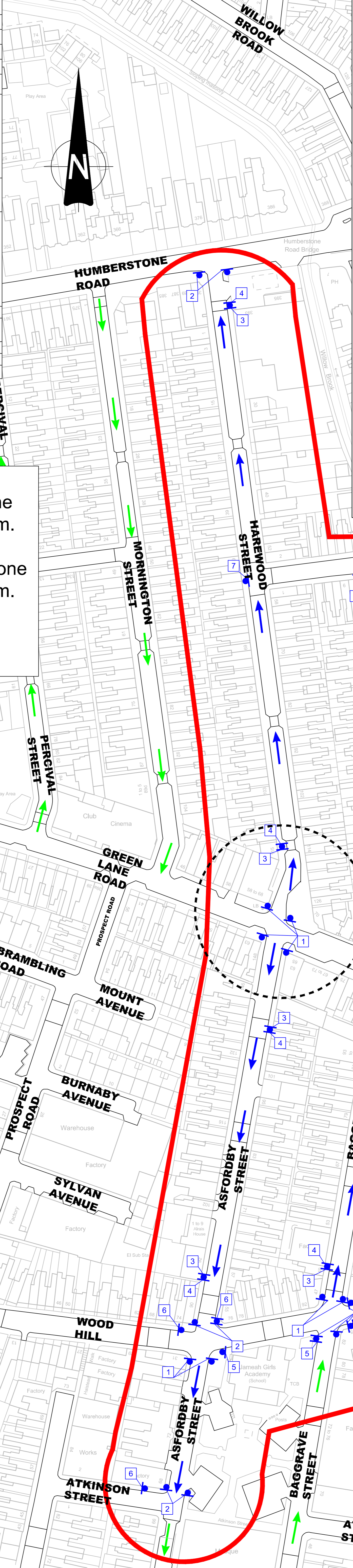
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001-OWSR-GLR-001	D	NTS
DRAWN BY	PBS	DATE
CHECKED	MG	SIZE
ACAD FILE	OWSR	UPRN
		OWSR

DRAWN BY	PBS	DATE	MAR.2018
CHECKED	MG	SIZE	A4
ACAD FILE	OWSR	UPRN	OWSR



SIGNING KEY:

- 1: TSRGD Dia. No. 652
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- 7: TSRGD Dia. No. 609 & 954.4 (R)

Post & Traffic Sign Location
 Post with two Traffic signs back to back

KEY:

- Existing one way system.
- Proposed one way system.
- Scheme boundary.

Existing junction to be narrowed to single vehicle width.

APPENDIX B

OBJECTION FROM OBJECTOR 'A' – DATED 29/10/18

OFFICER RESPONSE

OBJECTION FROM OBJECTOR 'A' – DATED 29/10/18

1 The unresolved objection received by email and officer's response are as follows: -

1.1 Objector 'A' sent in these comments:

- The one-way system will create more traffic than reduce any congestion. Green Lane, St Saviours and Mere Road are already really busy roads.
- By creating a one way system on for example, Asfordby and Woodhill, you will force congestion on Green Lane and St Saviours Road, (which is already heavily congested during the day), whereas without it, someone could drive down Asfordby, and go onto Baggrave, rather than all the way to the top of Woodhill, back down to the junction of Green Lane Road from Prospect Road (which due to the pavement structure is narrow as it is), and then onto Green Lane Road and back around again. Alternatively, the person would have to go towards St Saviours Road through Prospect Hill, all the way down to Baggrave (which they will generally miss and go all the way around to East Park Road to get to Green Lane Road, or weave through Leicester and Baggrave, causing more traffic). This could occur, simply due to a missed parking spot. Parking is tight in this area. Would be happy to remove the objection to the works conditional upon assurance that the programme of works can be undertaken in such a way that vehicular access is guaranteed to their off-street car park at all times during the working week.
- We have a system that generally works, the residents are accustomed to it, are friendly and considerate in terms of meeting of traffic towards one another, and there is simply no need to waste funds, firstly blocking and creating diversions on all of the roads whilst these measures are put in place, and secondly making the resident's lives more difficult by creating more congestion over a system that already works. As a resident that drives around this area on a daily basis, and has living day-to-day experience of this, I strongly urge you to reconsider these plans, or put the same to a vote.
- Generally, the one-way systems Leicester Street and London Street have caused more congestion, especially considering the roadworks and diversions on St Saviours Road recently. If you litter the place with more one-way roads on all roads going up that hill, you will only make it much more inconvenient and congested on the three to four major surrounding roads.

1.2 Officer's comments:

- The proposed scheme is only looking at the introduction of proposed one-way streets. As such, this would not affect the parking situation in and around this area. The only affect is how drivers access and exit the one-way streets. For Green Lane Road, there is no change in its traffic flow or its parking facilities. If the proposals were to be implemented, then the junction of Harewood Street/Asfordby Street and Green Lane Road could be modified. This could improve the traffic flow along Green Lane Road, with the removal of the roundabout due to the simplified traffic movements at this junction.
- Access to Asfordby Street will be from Green Lane Road and the direction of travel fits in with the existing one-way that is already in place and located on Asfordby Street at the junction with Atkinson Street. The conflict of two-way traffic would be removed, which should help with road safety and reduce conflict between drivers. On the issue of congestion, if a one-way street proposal was implemented, then there is no two-way

traffic conflict on these narrow streets. All parked vehicles would be facing one direction. When drivers are looking to leave, this is made easier, as they only need to consider vehicles traveling down in one direction down the street. The proposals have been developed so, that the roads would function as a gyratory system, by traveling up one road and then down the next. This type of approach can help with traffic flow. As mentioned before, there are a number of the roads proposed to be a one-way street and these would link into the existing one-way streets on the other part of the same road.

- As part of the consultation we have had letters of support from local residents who are concerned at the volume of traffic on their streets. This proposal should help to reduce any potential rat running, through this residential area and encourage drivers to remain on the main roads. It is appreciated that you say residents are accustomed to it, but it is clear that residents have concerns regarding traffic in their area.

1.3 Response from Objector following Officers comments:

- I confirm that I object to the proposals in their entirety for all streets concerned in the aforementioned proposed TRO.
- If I must narrow to particularise, Asfordby, Woodhill, Baggrave, Leicester and Rolleston are the main areas of my personal concern. I do, however, anticipate that residents surrounding the other streets would encounter similar difficulties.

1.4 Officer's Comments following Modification Letter and Plan sent to Objector 'A'

- I am just following up on the Modification Letter (email) that I sent out on the 11th December 2018. I would like to make sure that you have received it. It is hoped that it removes a lot of your concerns with regards to traffic movements, especially if a person misses a parking space. Keeping this section of Wood Hill two-way would shorten any gyratory movements between Prospect Road/Hill, Asfordby and Baggrave Streets.
- Over all, this should not cause congestion in this area. Residents are keen to see safety improvements on their street and remove driver conflict. Through discussions with residents this seems to happen on regular bases. With the proposed Modification, we have had one resident who was not happy with the change. As he has constant issue with damage to both his and his family's vehicles. In addition, to witnessing arguments between drivers who are not willing to give way to each other.

1.5 Response from Objector 'A'

- No response following Modification Letter and follow up email communication. Therefore, objection received from Objector 'A' remains unresolved.