

Leicester  
City Council

**WARDS AFFECTED:**  
**Spinney Hills**  
**Dated 13<sup>th</sup> May 2021.**

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

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**OBJECTION TO NANSEN ROAD PROPOSED ONE-WAY STREET RESTRICTION  
WITH AN EXEMPTION FOR PEDAL CYCLES**

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**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 take 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 and local Councillors, regarding safety and traffic movements on Nansen Road between Gwendolen Road and Ethel Road within the City of Leicester. It is proposed to introduce a one-way restriction on this section of Nansen Road running south-west bound, from Gwendolen Road to Ethel Road. The road varies between 7 and 7.5 metres wide, with approximately 2 metres wide footways either side of the carriageway. As there are no parking restrictions other than junction protection, residents and visitors park on both side of the road. The residential housing is a mix terraced houses along with semi-detached housing. A number of the semi-detached houses do have off-street parking, but there still remains on street parking on both sides of the road for its whole length. This is exacerbated in the location of the terraced houses as they do not have any off-street parking facilities, and this leads to a higher concentration of parking on the approach to Gwendolen Road throughout the day for over 100 metres. As a result, the main carriageway running lane is reduced to just over 3 metres wide. This makes it difficult to maintain the free flow for two-way traffic. This can lead to issues of driver conflict and vehicular damage. These issues are amplified during school pick up and drop off times which severely hamper traffic movements on Gwendolen Road. The introduction of a one-way street restriction would look to improve safety and help maintain free flow of traffic on Nansen Road. This will also help with movements on Gwendolen Road at and around the junction with Nansen Road. The introduction of a one-way street and attendant traffic calming measure will also support and compliment the future roll out of a 20mph zone for the area.

2.2 During advertisement of the Traffic Regulation Order (TRO), the Council received eight emails in support of the proposals. However, seven objections were also received either against the one-way street, its direction of travel or against the proposed introduction of traffic calming to support the one way. The road is fairly straight with a slight bend in the middle section and considering its overall length, if a one-way was to be introduced, then the potential for vehicle speeds being increased is a serious consideration. To mitigate the risk of speeding, it is proposed to include traffic calming features that would support the one-way and encourage lower vehicle speeds. There were several reasons given for objecting to the proposals:

- fears the proposal would cause congestion within the area.
- not happy with the direction of travel and they wanted it reversed.
- felt that there was no requirement for this type of restriction.
- no need for the introduction of traffic calming features in the form of speed cushions.

Several objectors felt that the problem was the traffic on Gwendolen Road or at the junction with of Nansen and Gwendolen. Finally, one objector raised the issue of a medical condition (Spondylitis) and believed the introduction of any traffic calming (speed cushions) would exacerbate their condition and that the Council would be legally responsible. The project officer has spoken to four objectors and prior to Covid lockdown met with a group of residents and Councillors about issues along the Nansen Road and the surrounding area.

2.3 In response to these objections the City Council has tried to resolve the issues raised with the objectors. After speaking to two objectors and following written communications with the remainder, none of the objections have been withdrawn. Therefore, there remains seven unresolved objections.

2.4 The proposals showing the one-way street restrictions for the Nansen Road can be seen on the attached OBJECTORS REPORT PLAN APPENDIX A – LCC/NR/2944/03/090/003 REV '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 consider, alongside remaining objections to the scheme, before reaching a final decision.

### **4. Background**

4.1 The City Council has proposed a one-way street restriction on a section of Nansen Road from Gwendolen Road to Ethel Road. This is in response to complaints received from residents and local Councillors regarding congestion, driver conflict and damage to vehicles.

4.2 The Nansen Road area is part of a residential area with a mix of terraced and semi-detached houses, with vehicles parking on both sides of the road. This results in the carriageway being narrowed to the extent that two-way traffic flow is affected. Whilst many drivers are considerate and try and give way to each other, for larger/wider vehicles (4x4, vans and HGVs) this is not always possible and as a result leads to

the problems raised by the complaints. Drivers who fail to give way to each other, causes stand offs and congestion. In addition, this can escalate the problem to a point of driver conflict and in certain cases, vehicles, including parked vehicles are damaged when drivers try to squeeze past each.

- 4.3 To facilitate the safer movement of vehicles along this road and reducing both driver conflict and vehicular damage. The City Council proposed one-way street restriction on this section of Nansen Road.
- 4.4 By introducing a one-way restriction and taking in to consideration the length of the road. To ensure Road Safety, by trying to minimise vehicular speeds from increasing. The Council propose to install speed cushions that meet the DfT standards and will be spaced in line with design guidance of 60 to 70 metres apart. The cushions dimensions will be 1.9 metres square, with a vertical deflection between 65mm and 75mm high. It is proposed that the cushions should only be installed in the centre of the road. This approach will still allow parking by residents and visitors on both side of the road. In addition, this type of cushion can minimise discomfort when driven over at low speed.
- 4.5 The introduction of a one-way street and attendant traffic calming measure will also support and compliment the future roll out of a 20mph zone for the area.

## **5. Report**

- 5.1 The Nansen Road proposal for a one-way restriction was identified for consideration and prioritised following concerns raised by the local community and Councillors. Consultations and public advertisement of the proposals for the TRO, including the traffic calming proposals, have been undertaken.
- 5.2 A total of seven objections were received regarding the proposal to introduce one-way restrictions for Nansen Road. Following written communication with the objectors to try and resolves their concerns, the project officer has spoken with four of the objectors to discuss the proposals. None, of the objectors withdrew their written objections. Therefore, this leaves seven unresolved objections that require consideration.
- 5.3 Details of the remaining objections (received by e-mail) and the officer responses to them are provided in APPENDIX B, OBJECTIONS RECEIVED BY E-MAIL.

## **6. Conclusion**

- 6.1 The one-way Street proposed TRO for the Nansen Road was identified as one of the higher priorities following a report looking at requests for one-way streets.
- 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 Objectors 'A' to 'G' have not withdrawn their objections. As a result, there remains the seven unresolved objections for both traffic calming and the one-way street proposal.

6.4 Officers recommend that the remaining objections be overruled, and the proposals should now be implemented. The overall benefits to the local community with regards to:

- improving road safety,
- calming traffic speeds,
- reducing driver conflict, especially during school pick up and drop off times,
- reducing any potential rat running within the area,
- reduction of any potential for vehicular damage,

should outweigh the Objector's concerns and this should not lead to any additional congestion within the area. The proposal will also help with traffic movements on Gwendolen Road around the junction with Nansen Road (a plan showing the one-way street proposals is shown in Appendix A).

## **7. Financial Implications**

7.1 The total estimated cost of the proposed scheme, including advertising the TRO, signing, lining and traffic calming works, is estimated at £15,000 and is funded from the Local Environmental Works Programme.

## **8. Legal Implications**

8.1 The Council has the power to implement the proposed Traffic Regulation Order on roads within the City. The procedure to be used by the Council in making such an order is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **9. Powers of the Director**

9.1 Under the constitution of Leicester City Council, delegated powers have been given to the Director of Planning, Development and Transportation to approve Traffic Orders having considered any objections that have been received and taken due regard of comments made by the Planning and Development Control Committee. The legislation that confers authority on Leicester City Council to make these amendments is covered by the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

## **10. Decision Making**

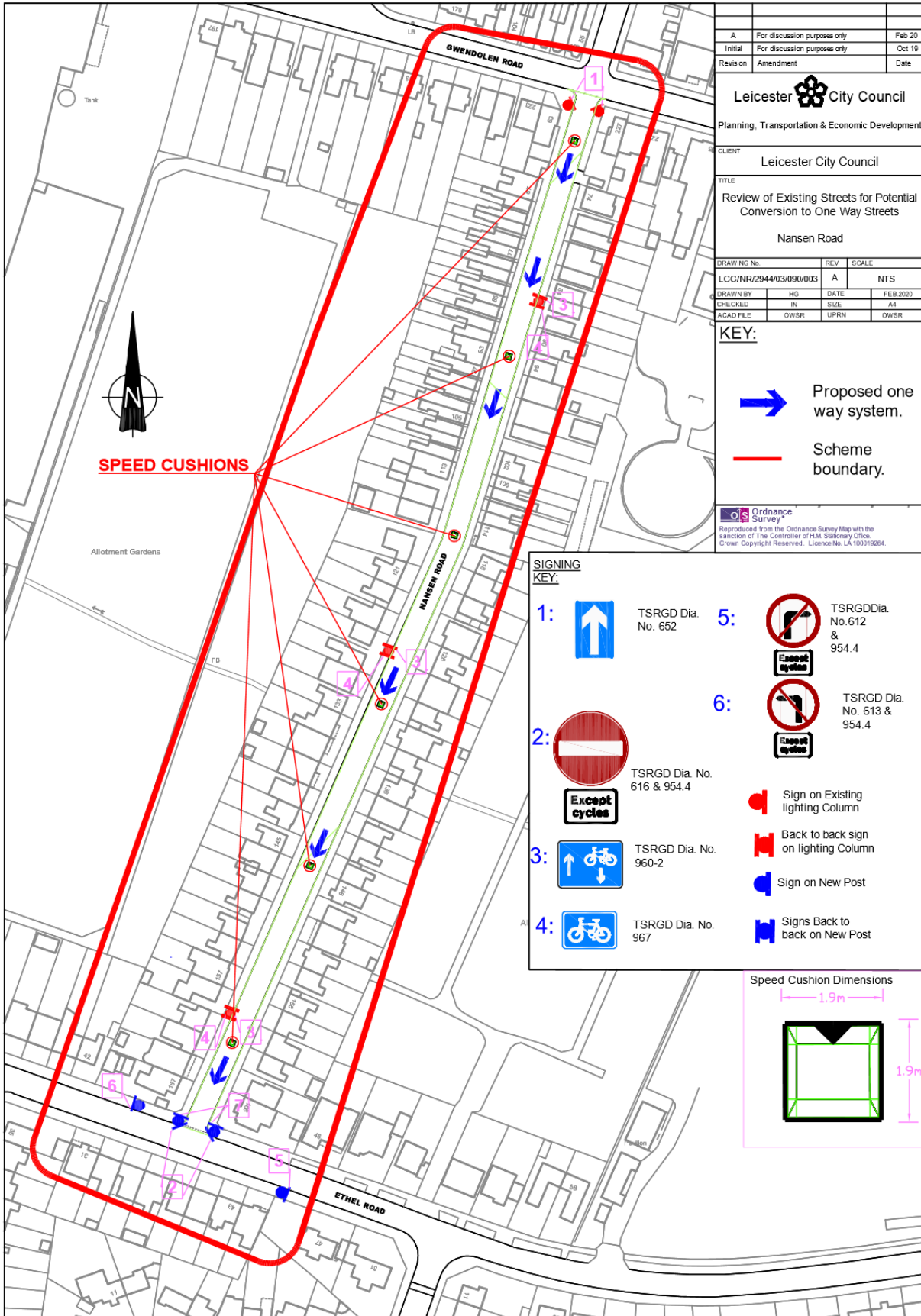
10.1 The power to make a Traffic Regulation Order is delegated to the Director of Planning, Development and Transportation having regard to comments made by the Planning Development and Control Committee.

## **11. Report Author**

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# APPENDIX 'A'

## Nansen Road Consultation Plan – LCC/NR/2944/03/090/003 – Rev 'A'



Revision	Amendment	Date
A	For discussion purposes only	Feb 20
Initial	For discussion purposes only	Oct 19

Leicester City Council  
 Planning, Transportation & Economic Development

CLIENT: Leicester City Council

TITLE: Review of Existing Streets for Potential Conversion to One Way Streets  
 Nansen Road

DRAWING No.	REV	SCALE
LCC/NR/2944/03/090/003	A	NTS

DRAWN BY	HG	DATE	FEB 2020
CHECKED	IN	SIZE	A4
ACAD FILE	OWSR	UPRN	OWSR

**KEY:**

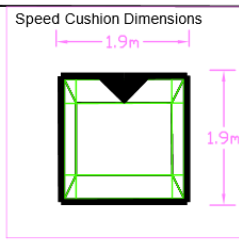
Proposed one way system.

Scheme boundary.

Ordnance Survey  
 Reproduced from the Ordnance Survey Map with the sanction of The Controller of Her Majesty's Stationery Office. Crown Copyright Reserved. Licence No. LA 100019264.

**SIGNING KEY:**

1:  TSRGD Dia. No. 652	5:  TSRGD Dia. No. 612 & 954.4
2:  TSRGD Dia. No. 616 & 954.4	6:  TSRGD Dia. No. 613 & 954.4
3:  TSRGD Dia. No. 960-2	Sign on Existing lighting Column
4:  TSRGD Dia. No. 967	Back to back sign on lighting Column
	Sign on New Post
	Signs Back to back on New Post



## APPENDIX B,

### OBJECTIONS RECEIVED BY E-MAIL FROM OBJECTORS 'A to G'

1. The objections and officers' responses are as follows: -

#### 1.1 Objector 'A' comments:

- I strongly object to plans of speeds cushions on Nansen Road. I am registered disabled and have severe spondylitis, my consultant has informed me that driving over speed humps or cushions will further aggravate my condition. You and Leicester City Council will be legally responsible if I get further damage. One way system is fine. But no speed cushions. I hope this is clear.

#### 1.2 Officer comments:

- Thank you for your email, please to see that you are supportive of the one-way street proposals for Nansen Road from Gwendolen Road to Ethel Road. However, I recognise you are objecting to the introduction of traffic calming features. Your objection is based on medical grounds linked to your disability. One issue with the introducing One-way restrictions, drivers become more confident that they will not face any oncoming traffic. So, they can have a tendency of increasing their vehicular speed.

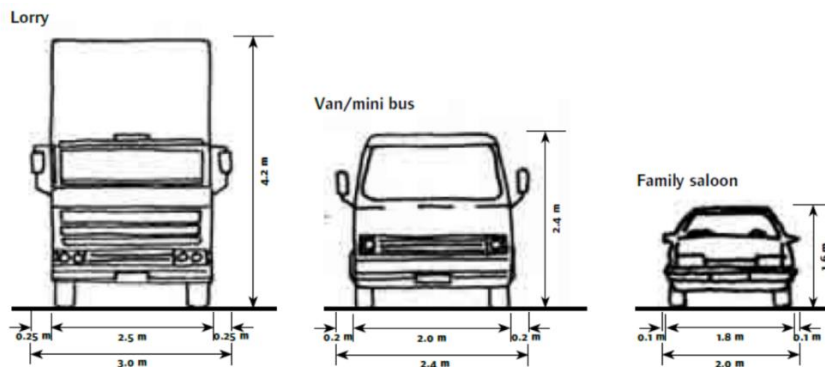


Figure 6.18 Private and commercial motor-vehicles - typical dimensions.

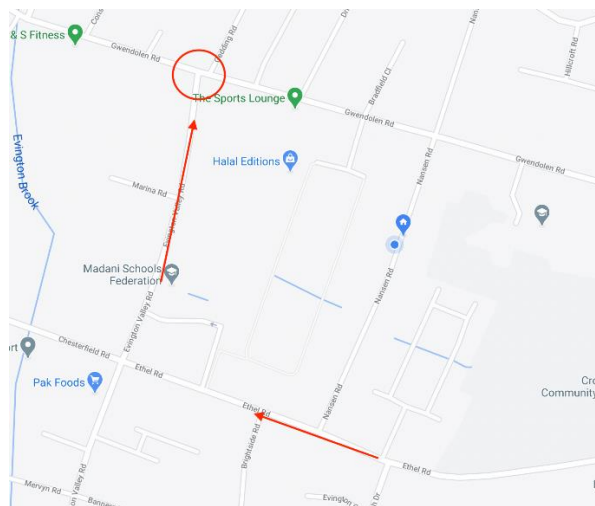
- The proposals for traffic calming are to install a 1.9 metres square speed cushion in the centre of the road. Please see the image below of one on Doncaster Road in Leicester. We are looking at the same approach as this still allows parking either side of the cushion whilst allowing motorised vehicle to travel down the road. It should be noted that the cushion is only 1.9 metres wide, when you look at the wheelbase of average vehicle dimensions (as shown above). You will see that for lorries they can straddle this type of feature and as such has no impact. For cars, vans, and minibuses they should slow down to go over the cushion. for yourself you would normally have to go over these even slower. Please note, that the height of the cushion would not be greater that 75mm.



- The concern would be to introduce a one-way restriction without any traffic calming. Vehicular speed could increase making road safety a greater issue, with vulnerable road users such as pedestrian (children) crossing the road and cyclists being put at greater risk.
- I hope that this explains why we are looking at traffic calming. We need to balance your need and the needs of vulnerable road users. I am happy to discuss the issue of traffic calming with you if you still have concerns. However, if you want to feel that you want to remove your objection, then please let me know. If I do not hear from you, then I will assume you want your objection to stand.

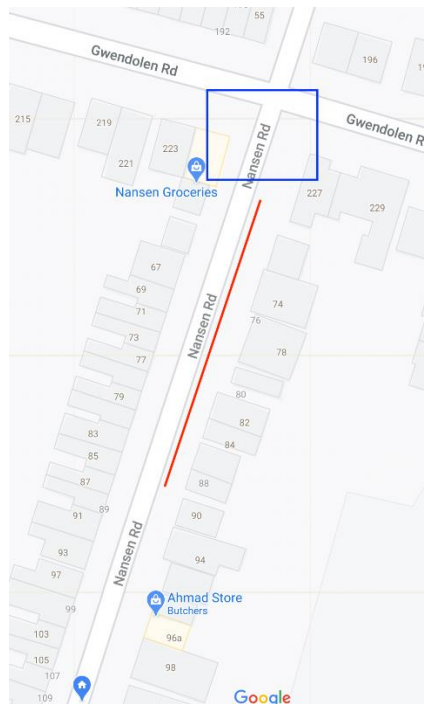
## 2.1 Objector 'B' comments:

- I have been a resident on Nansen road for almost 10 years and owned a vehicle for 3. I hope my opinion will have some sway on the decision.
- I object to this proposal. One way traffic and speed cushions on this stretch of Nansen Road will surely affect traffic flow on other streets in the area. I have laid out my thoughts below.
- Firstly, I believe restricting traffic to flow in one direction will cause adverse traffic build up on the junction highlighted below. Traffic from Ethel road will be forced to divert towards the junction of Evington valley road and Gwendolen road, highlighted by the red circle. The red arrows indicate the flow of traffic. This route is already a bus route, which often sees a build-up of traffic due to the almost blind right hand turn that is required for traffic to continue onto Gedding Road. The proposed regulations will surely increase the amount of traffic having to navigate this, already tricky junction. I can't imagine how much worse it would be during school hours. From personal experience, turning right onto Gwendolen road is already difficult enough. If you have any data or research indicating this would not be the case, I would love to see it. If the city is looking into tackling traffic issues this would be an interesting junction to look at.





- Secondly, adding speed bumps to the road is terrible for user experience. My professional background isn't in city planning or understanding traffic flow, but what I do specialise in is understanding and optimising for user experience. I can't imagine anything worse than having to deal with the morning rush while also navigating the street at 10mph to avoid any mishaps with the speed cushions. I completely understand the safety benefits of adding traffic calming measures, but is it really needed on Nansen Road?
- There must be better solutions to dealing with these issues. Such as, lowering the curb on the side of the street highlighted in red, and enforcing an order for users to park on the curb, as is common on the lower half of the street (Ahmed store, to Ethel Road). In addition, a lot of the traffic issues are caused by users not obeying the double yellow lines, highlighted by the blue rectangle. I believe monitoring this area specifically and tackling the issue of users not following the guidelines may have more impact with less detriment to residents.



- I hope my email was useful to you, if you would like to discuss anything further, please let me know.

## 2.2 Officer comments:

- Thank you for your email, it good of you to put your thoughts down and be involved in the Traffic Regulation Order process. All comments and options are welcome. I would like to take this opportunity to recognise that you are objecting to the one-way street and traffic calming proposals for Nansen Road.
- I would like to take this opportunity to explain the proposals a little further. The point of a 1.9 metre square speed cushion would still allow a vehicle to travel over it at approximately 20 mph. One issue when introducing One-way restrictions, drivers become more confident that they will not face any oncoming traffic. So, they can have a tendency of increasing their vehicular speed.



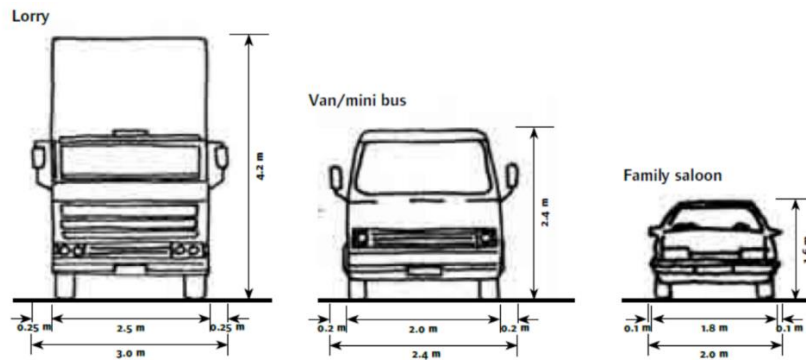
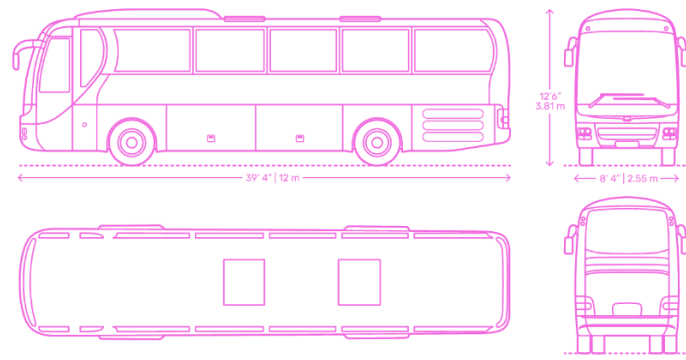


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- The proposals for traffic calming are to install a 1.9 metres square speed cushion in the centre of the road. Please see the image below of one on Doncaster Road in Leicester. We are looking at the same approach as this still allows parking either side of the cushion whilst allowing motorised vehicle to travel down the road. It should be noted that the cushion is only 1.9 metres wide, when you look at the wheelbase of average vehicle dimensions (as shown above). You will see that for buses and lorries straddle this type of feature and as such has no impact. For cars, vans, and minibuses they should slow down to go over the cushion. Please note, that the height of the cushion would not be greater that 75mm.



- This would not cause congestion to this section of One-way traffic, as they can all negotiate the feature safely if they keep their speed down. The concern would be to introduce a one-way restriction without any traffic calming. Vehicular speed could increase making road safety a greater issue, with vulnerable road users such as pedestrian crossing the road and cyclists being put at greater risk. Making Nansen Rd one-way would remove potential driver conflict when trying to pass each other on a narrow street. This means that traffic flow would be improved and as such, helps drivers exit the area and reducing congestion at the junction with Gwendolen Road.

- The carriageway on Nansen is approximately 7.3 metres wide. It is narrower than Evington Valley Road which is approximately 9 metres. As such Evington Valley Road can manage two-way traffic better than Nansen Rd.
- The ones installed on Doncaster, Halkin and Melrose have not led to traffic congestion. It is hoped that this answers your concerns. If you feel that you want to remove your objection, please let me know. However, if I do not hear from you, I will assume that you would like your objection to stand. I am happy to discuss the issue of both the One-way and traffic calming with you. I can arrange a Teams or Zoom meeting.

### 3.1 Objector 'C' comments:

- I am writing to express my strongest **OBJECTION** to the proposed scheme at Nansen Road Leicester. I reside at 121 Nansen Road and have been living here for the past 29 years, I believe a one way street is not the solution to the problem. During the years I have witnessed about 3 accidents with pedestrians simply due to drivers speeding and the blind spot outside my property as the road bends slightly. What you need to do is traffic calming measures such as speed cushions, signage and 20mph restrictions. With regards to conflict with two-way traffic - this is rare and when it does happen it is due to school traffic on Gwendolen. Out of school hours there are no problems at all. So, the solution would be to sort out the traffic around Nansen Road/ Gwendolen junction - this can be accommodated by introducing one way between Gwendolen Road (at Nansen Road) and Wakerley Road to stop parents who drop off children to the 2 schools from coming back down Gwendolen Road and causing issues at Nansen Road/Gwendolen Road junction.  
I hope you will consider my views carefully and urge you not to proceed with the proposed works.

### Second Email

- Thank you for your email. Whilst I am in favour of traffic calming measures and potentially 20mph speed restriction I do not agree to the one way proposal.
- As I mentioned previously the problem is only evident during school drop off and pick up times and the problem can be resolved by sorting out the issues around the junction itself. I have noticed many times whereby cars are parked on double yellow lines on the Nansen Road/Gwendolen Road junction and this needs to be rectified. Alternatively, the one-way be positioned on the other side of Nansen Road i.e. Gwendolen Road-St. Saviours Road.
- I wish to retain my OBJECTION to the proposal.

### 3.2 Officer Comments:

- Thank you for your email, I would just like to confirm that I have recorded that you are objecting to the One-way Street proposals for Nansen Road. As you may be aware, we are also proposing to install traffic calming speed cushions. This is to support the proposed One-way Street and look to improve road safety.



- I can confirm that a colleague is also looking at a proposal for a 20mph zone that could include Nansen Road. It is unclear when he is to go out to public consultation.
- By making Nansen Road one-way, can reduce driver conflict on that road during school pick up and drop off time. This would reduce congestion, as drivers are not facing oncoming traffic. Therefore, vehicles at the junction with Gwendolen would be able to move more freely and again reduce congestion. I know that we spoke the other day and you raised your concern. Currently the council is not looking to introduce a One-way Street restriction along Gwendolen Rd (from Nansen to Wakerley Rd). It is recognised that HGVs and other commercial vehicles use this road, to services local business within this whole area. Prior to going out to public consultation, we consulted the emergency services (*Police, Fire & Ambulance*) they have not raised any objections to the proposals. By simplifying and improving the traffic flow on Nansen Rd it is hoped that it can improve the flow on Gwendolen especially at the junction with Nansen Rd. If you feel that you would like to withdraw your objection, please let me know. However, if I do not hear from you, I will assume that you want your objection to stand.
- I am happy to have another discussion with you on Teams/Zoom or by phone.

#### 4.1 Objector 'D' comments:

- I have received your letter and want to let you know not to destroy Nansen Road by putting speed cushions. They are a waste of MY council tax money. You should spend the money by making the area greener by planting more flowers and trees. There is congestion on Nansen Road because of the schools so why don't you ban parents using cars near the school instead? I have lived on Nansen Road for over 30 years and there has never been speeding. I hope that you comply by not putting speed humps or cushions.

#### 4.2 Officer comments:

- Thank you for your warm words at the start of your email. I hope that I have responded in the appropriate manor, as I mean no disrespect to you, and I welcome your comments on the current proposals for Nansen Road.
- I would like to take this opportunity to explain why we are considering the speed cushions. However, I do recognise that you are objecting to the introduction of traffic calming features. As you may be aware, one issue with the introducing One-way Street restriction is that drivers become more confident that they will not face any oncoming traffic. So, they can have a tendency of increasing their vehicular speed.

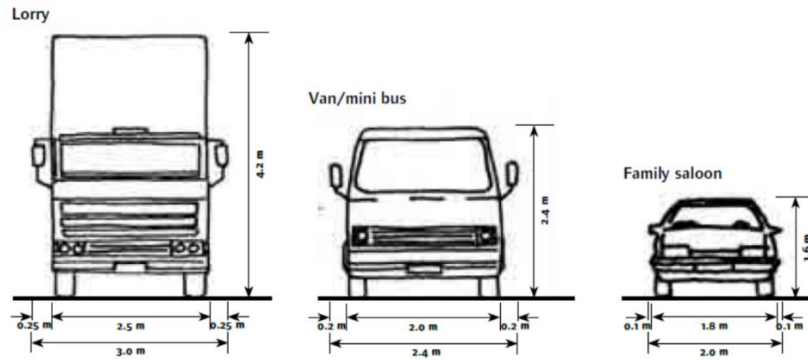


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- The concern would be to introduce a one-way restriction without any traffic calming. Vehicular speed could increase making road safety a greater issue, with vulnerable road users such as pedestrian (children) crossing the road and cyclists being put at greater risk.
- Under the current rule we cannot stop parents using their cars near schools. It is hoped in the future, that the Government will give attentional powers to Councils outside the City of London. To carry out camera enforcement of School Safety Zone. Meaning, we could look to prohibit access to a school area and carry out enforcement against any parent who fails to comply with that restriction. But until that time are hands are tied.
- By introducing a one-way on Nansen Road, we can look to improve traffic flow during school pick up and drop off times. By removing any two-way congestion traffic on Nansen Rd, means that movement at the junction of Nansen and Gwendolen should be improved. By freeing up the traffic movements around this junction should improve traffic flow both on Nansen Road and on Gwendolen Road.
- I hope that this explains why we are looking at traffic calming. We need to balance your need and the needs of vulnerable road users. I am happy to discuss the issue of traffic calming with you if you still have concerns. However, if you want to feel that you want to remove your objection, then please let me know. If I do not hear from you, then I will assume you want your objection to stand.



## 5.1 Objector 'E' comments:

- In the letter sent to me with plans you for Nansen Road are crazy. If you make it one way then I will have to drive either all the way round Evington Valley Road or all the way round the entire extensive Crown Hills College land to come back. That is crazy, as there is no adjacent street. The bottle neck is Gwendolen Road as that is where all the school traffic is. How will I able to drive back into Nansen Road during peak hours if Gwendolen Road is in chaos? This means more fuel used and more pollution. The plans for speed cushions or humps are equally crazy. Why would anyone in their right mind do that? You should scrap the plans immediately. Nobody likes them.

## 5.2 Officer comments:

- Thank you for your email, I have recorded that you are objecting to both e One-way Street and the Traffic Calming proposals. I would like to take this opportunity to explain why we are considering both proposals. As you may be aware, one issue with the introducing One-way Street restriction is that drivers become more confident that they will not face any oncoming traffic. So, they can have a tendency of increasing their vehicular speed.

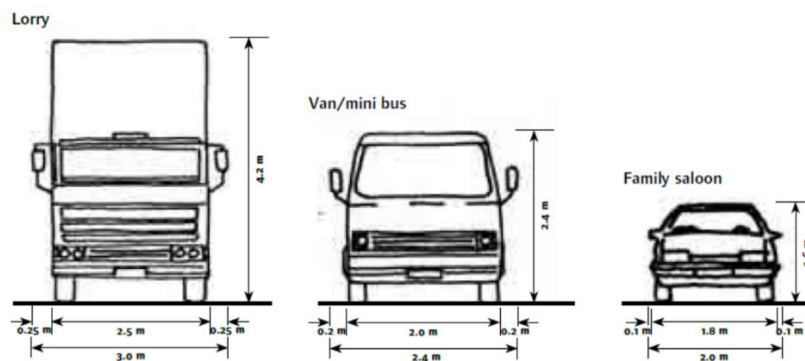


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- The concern would be to introduce a one-way restriction without any traffic calming. Vehicular speed could increase making road safety a greater issue, with vulnerable road users such as pedestrian (children) crossing the road and cyclists being put at greater risk.
- I appreciate that to get to your house, means you would have to come along Gwendolen Road at either the north-west (Est Park Rd) or north-east Broad Ave/Wakerley Rd) junctions or from Evington Valley Road, and not forgetting St Saviours Rd.
- By introducing a one-way on Nansen Road, we can look to improve traffic flow during school pick up and drop off times. By removing any two-way congestion traffic on Nansen Rd, means that movement at the junction of Nansen and Gwendolen should be improved. By freeing up the traffic movements around this junction should improve traffic flow both on Nansen Road and on Gwendolen Road. It should be noted that I am getting responses from residents on Nansen Road, who are fully in support of both proposals.
- I hope that this explains why we are looking at a one-way with traffic calming. We need to balance your need and the needs of vulnerable road users. I am happy to discuss the issue of traffic calming with you if you still have concerns. However, if you want to feel that you want to remove your objection, then please let me know. If I do not hear from you, then I will assume you want your objection to stand.

### 6.1 Objector 'F' comments:

- I refer to your letter of the 29<sup>th</sup> January 2021 regarding proposal to interduce one-way street restriction on Nansen Road.
- As a resident of Nansen Road for over 35 years, I am in some agreement with this proposal. However, I reiterate my concerns below for your attention:
- It would be best suited that the One-Way street entrance be from Ethel Road and onto Nansen Road rather than coming from Gwendolen Road the reason being:
  1. Cars and big vans turning either left or right from Nansen Road onto Ethel Road face the dangerous task of manoeuvring past cars and big van that are always parked on both sides of the pavement on Ethel Road. This surely creates a blind spot prone to accidents for both in-coming and out-going vehicles.
  2. Perhaps you are aware, that there have been a number of fatal accidents at this junction for many years. And I am sure there must be records of this available for public consultation from Highways England.
  3. Then there are two primary schools on Gwendolen Road not far from each other. You can appreciate that during school term, traffic is any driver's nightmare. Cars parked on every available space in order for parents to drop/pick their children. Turning to get on Nansen Road will be quite an ordeal.
  4. As it is residence leaving on Gwendolen Road park their cars on both side of the street making the road narrow for cars to pass each other  
w
- Thus, with this in mind, I feel in my opinion that having a One-way street from Gwendolen Road, through Nansen Road and leading onto Ethel Road will be more dangerous and traumatic to everyone than having one with its entrance from Ethel Road. I do hope that the above points will be taken into consideration in your consultation. And if need be, please do not hesitate to contact me. I shall be more than happy to help in order we the residents are safe on these roads.

### SECOND EMAIL

- Reading through it I still am of the opinion that the one way should be reversed.
- As residence of Nansen Road only we know what difficulties we face during school hours and otherwise. I take on your point of only serious road traffic collision are reported to police and as a resident I can confirm that the accident is higher than what you have mentioned in your response.
- I am happy with the overall proposal but would like to object to the “Direction” of the One Way proposed scheme on Nansen that you are proposing. I don’t mind having a site meeting to go through my concerns and also to understand your proposal.

## 6.2 Officer Comments:

- Thank you for your email and could I just apologise for the delay in responding back to you. Reading through your comments and concerns, I shall be speaking to the Road Safety team, regarding accidents at the junction of Nansen Road – Ethel Road. Therefore, I will formally respond to you when I have further information.
- Before I start with my comments, could I just apologise for the length of time it has taken to get back to you. In my holding replay, I did say that I would talk to Road Safety, about the concerns you raised relating to accidents at the junction of Nansen Road and Ethel Road. Now that I have had feedback, I am in a better position to comment on your email dated 04th February 2021.
- First, I would like to comment of Road Traffic Accidents (RTA) at the junction of Nansen/Ethel Road. When the police attend an RTA, they record all information about the accident (weather conditions, vehicles & type of accident) including fatal, serious, and slight injuries. This information is given to the Local Highway Authority (Leicester City Council) and not Highways England. This is to record and investigate the nature of the accident and see if any mitigation measure could be carryout on the highway, to reduce the chance of any further accidents of that type. I have asked Road Safety for the last five years of recorded accidents at this junction. Given your comments, I can inform you that there has only been one accident at this junction in those five years. I must stress that these are reported and recorded accidents, any fatal accidents would be recorder. If the police are not call in, then it cannot be recorded.
- The recorded accident was back in October 2015. A vehicle pulling out of the junction into the path of an oncoming car. Driver went to brake but hit the accelerator and went across the road hitting a lamp post and a wall. There was only a slight injury. Therefore, this was more down to driver error. No remedial work was required to modify this junction. It should be noted that the junction already had approximately 8 metres of junction protection (Double Yellow Lines) to help with driver visibility leading to and coming out of the junction. If the council received complaints of visibility issues at the junction due to parked vehicles. The council could investigate and introduce parking restriction to remove contravening vehicles.
- On the issue of the two schools located on Gwendolen Road, there is a high volume of vehicles coming to the area to both pick up and drop off children during team times. The junction of Gwendolen and Nansen does suffer from accidents, congestion, and driver conflict. By making Nansen Road one-way from that junction down to Ethel Road. This will help to simplify the traffic movements at that junction and should reduce all the problems at that end of the road. In addition to help with the free-flowing traffic along Nansen Road in a south-westerly direction.
- The section of Nansen Road between number 119 to the junction with Gwendolen Road does have a high volume of parking on both sides of the road. This can be associated with resident's parking, as there are very limited off-street parking facilities, especial on the side of the road that has terraced housing. It is also clear, that the semi-detached houses along the remainder of the road, again has limited number of off-street



parking spaces. On street parking is amplified if households have more than one vehicle associated with that house.

- With the width of the carriageway ranging from 7 to 7.5 metres wide. When you have vehicle parking on both sides of the road, this takes approximately 4 metres of carriageway space, leaving approximately 3 to 3.5 metres of running lane. This cannot accommodate two-way traffic. If drivers are not willing to give way to each other, this then causes congestion, driver conflict and potential damage to other vehicles. The closer you get to Gwendolen Road, the harder it is to find a space to pull over, to allow on oncoming vehicle to pass.
- With the above information, we feel that the direction of travel would be best suited as advertised in the proposals. Whilst you did not formal object to the proposals, you have asked if we could reverse the flow of traffic away from Ethel. We do think our original proposal should stand and as such we are looking to see what your thoughts are. Are you happy to support our proposal or would you now like to formally object with the comments you have listed below?
- If you could respond in writing (email or letter) with 14 days of this email, it would be appreciated. If I do not hear from you within that time, as you have not objected previously. I will take, it that you do not want to submit a formal objection to the proposed Order.

## Second Email

- Agreed to site visit to discuss objection and accidents.

### 7.1 Objector 'G' comments:

- Thanks for sending a consultation letter in relation to traffic issues on Nansen Road. I am completely against the proposal for removing the two way traffic at Nansen Road, as I have never experienced for its requirement. This is a direct link between Evington Valley and North Evington region and is widely used by us and residents between Wakerley Road and Evington Valley Road. You may suggest this traffic can go via north Evington Valley Road through signalised junction. The Ethel road at this signalised junction during office and school hours, is currently experiencing substantial traffic queues and cutting down Nansen Road entry from Ethel road will create further create chaos to this junction. This will increase the journey time for everybody in Nansen Road and Evington Valley region.
- Also, your proposal did not get to my head and seems to be irrational for the following reason:
  - The one way is proposed only between Gwendolen Road and Ethel Road and not to other end of Nansen Road between Gwendolen Road and St Saviours Road.
  - Currently people travelling on Nansen Road from Gwendolen Road side, drives very fast and putting one-way will further add speed as they consider no traffic coming from opposite side. However, you may say we have proposed speed hump, but this a control measure and not eliminating or reducing it. I have two kids of 5 and 3 years and I will be very angry with this one-way traffic. You may also say, that this will narrow the lane as it will encourage road parking only, but there is no law yet and not sure about the date when it will be implemented.
  - You should know the issue is not the two way traffic. The real issue is Nansen Road/Gwendolen Road junction during school hours only. This is a junction problem and not the two way traffic at Nansen Road. The real cause of junction trouble is two way traffic on the Gwendolen Road between Nansen and Wakerley Road. I would suggest you to put one way on the Gwendolen between Nansen road and The Approach. This will also help limiting industrial traffic on the school and residential region of Gwendolen Road and less traffic to Ethel road.

- Also your proposal to close entry from Ethel Road, I am in complete disagreement. See the reason mention above in second bullet point and also in emergency my access (work or normal time) is from Ethel Road, the emergency vehicles also enter from Ethel road as they come from Royal hospital through Highfields.
- Thinking about your proposal has completely disturbed me and if it goes ahead it will be detrimental to my family and daily life.

## Second Email

- As you are also in agreement that the one way traffic has the potential to increase the traffic speed. Your proposal is introducing a new risk to this road, which is already facing speed issue. Your proposal of speed hump is only a control measure, rather than eliminating or reducing the risk. Whether this scheme goes ahead or not, your proposal should carry out minimum of speed humps to this street.
- As in my earlier email I mentioned that I have two small kids which I am more worried now. The Council should take full responsibility, if anything detrimental to my kids' safety.
- Your justification for traffic flow during school hours at the junction of Nansen Road and Gwendolen Road is not rational, because the residents of Nansen Road is not contributing the disruption at junction. It is contributed by the school at Gwendolen Road and people using car to drop. The source of traffic disruption to this junction is Gwendolen Road, so you put the one way system at Gwendolen Road between Nansen and The Approach. This will stop incoming traffic to Nansen Road, without the need of one way system at Nansen Road.
- The other side of the Nansen Road is not considered due to funding does not seems to be logic as it has similar or more issues to that side. It really surprised me that you carry out work based on area (towards Ethel Road) rather than risk. Also, your idea of supporting to commercial vehicles is not related to one way system at Nansen Road. I stand opposing the one way system and also proposed direction of one way system.

## 7.2 Officer Comments:

- Thank you for your email, could I just apologise for the delay in responding back to you. I have recorded that you are objecting to the One-way Street proposals. I would like to take this opportunity to explain why we are considering the proposal. As you may be aware, one issue with the introducing One-way Street restriction is that drivers become more confident that they will not face any oncoming traffic. So, they can have a tendency of increasing their vehicular speed.

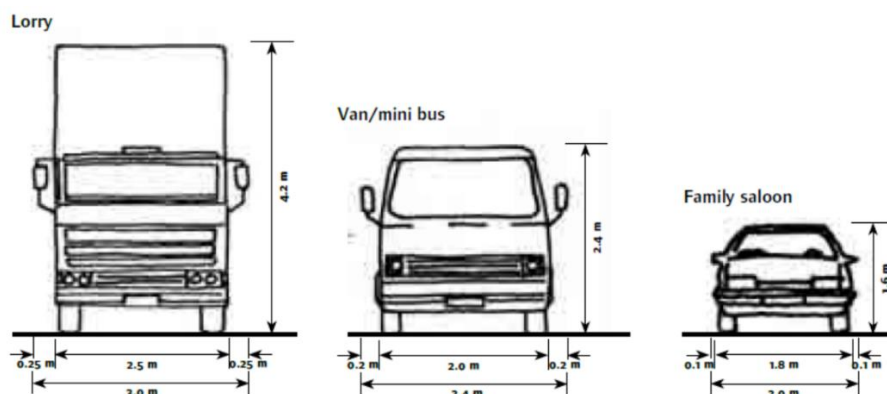


Figure 6.18 Private and commercial motor-vehicles – typical dimensions.

- The proposals for traffic calming are to install one 1.9 metres square speed cushion in the centre of the road. Please see the image below of one on Doncaster Road in Leicester. We are looking at the same approach as this still allows parking either side of the cushion whilst allowing motorised vehicle to travel down the centre of the road. It should be noted that the cushion is only 1.9 metres wide, when you look at the wheelbase of average vehicle dimensions (as shown above). Lorries can straddle this type of feature and as such has no impact. For cars, vans, and minibuses they should slow down to go over the cushion at about 20mph. For people with certain medical conditions would normally go a little bit slower as per their needs. Please note, that the height of the cushion would not be greater than 75mm.



- The concern would be to introduce a one-way restriction without any traffic calming. Vehicular speed could increase making road safety a greater issue, with vulnerable road users such as pedestrian (children) crossing the road and cyclists being put at greater risk.
- I appreciate that to get to your house, means you would have to come along Gwendolen Road at either the north-west (Est Park Rd) or north-east Broad Ave/Wakerley Rd) junctions or from Evington Valley Road, and not forgetting St Saviours Rd.
- By introducing a one-way on Nansen Road, we can look to improve traffic flow during school pick up and drop off times. By removing any two-way congestion traffic on Nansen Rd, means that movement at the junction of Nansen and Gwendolen should be improved. By freeing up the traffic movements around this junction should improve traffic flow both on Nansen Road and on Gwendolen Road. It should be noted that I am getting responses from residents on Nansen Road, who are in support of the proposal.
- I understand that you raised the issue relating to the other section of Nansen Road (Gwendolen Rd to St Saviours Rd). Currently, we are looking at the section that leads down to Ethel Rd. However, if that scheme was to be implemented, we could then be able to look at other streets within the area once we see the impact on traffic movements in the area. We could then consider addition options so long as we can get funding. There are several factors for us to consider, such as residents and ensuring good access and egress for HGVs to local business. There are several businesses on Gwendolen, Nansen, and other residential street with this area. We need to ensure that there is access by commercial vehicles. In these hard times, we need to support business as they contribute to the local economy and provide employment. However, this does not come at the expense of residents, we need to look at this carefully to get the right proposals.
- I hope that this explains our approach for a one-way with traffic calming. I am happy to discuss the issue with you if you still have concerns. However, if you want to feel that you want to remove your objection, then please let me know. If I do not hear from you, then I will assume you want your objection to stand, and it will form part of an objection report to this scheme proposals.