

**Leicester**  
City Council

**Report for consideration by the Economic  
Development, Transport and Climate Emergency  
Scrutiny Commission**

**21<sup>st</sup> September,  
2023**

**THE LEICESTER TRAFFIC REGULATION (BUS) ORDER 2018  
LEICESTER CITY COUNCIL (A6 ST MARGARETS WAY & ABBEY LANE,  
LEICESTER) (24 HOUR BUS LANES) (AMENDMENT NO....) TRAFFIC  
REGULATION ORDER 2023**

**1 Purpose of Report**

- 1.1 To enable the Commission to give their views to the Director of Planning, Development and Transportation who will take them into account when considering whether or not to make the proposed Traffic Regulation Order.
- 1.2 This is in accordance with the report concerning the 'Consideration of Unresolved Objections to Traffic Regulation Orders' received by EDTCE Scrutiny Commission on 15th December 2021.

**2. Summary**

- 2.1 The Council plans to introduce a series of bus lanes in both directions on the A6 St Margarets Way and Abbey Lane between its junctions with Vaughan Way and Redhill Circle.
- 2.2 The objective of the bus lanes is to improve bus journey time and reliability in order to encourage the public to consider travel by bus for journeys into and out of the city.
- 2.3 It is proposed that a Traffic Regulation Order should be implemented on the following specific authorised grounds:
  - 1. for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising,
  - 2. for facilitating the passage on the road or any other road of any class of traffic (including pedestrians),
  - 3. for preserving or improving the amenities of the area through which the road runs

2.4 The proposed Order was advertised from Thursday 6<sup>th</sup> July 2023 to Sunday 30<sup>th</sup> July 2023. Some 2,750 properties on or adjacent to this corridor received publicity leaflets, the proposals were advertised in the local press and reported on the council's website and through the local media.

2.5 During the objection period 105 responses were received. These can be grouped as follows:

- 45 submitted formal objections to the introduction of the proposed bus lanes
- 51 didn't formally object but raised strong opinion opposing the introduction of the proposed bus lanes
- 2 indicate general support for the scheme but raise concerns about the Orton Road junction
- 3 are in general support of the proposed scheme
- 4 seek answers to a series of questions

2.6 This report sets out the issues raised and provides an officer response, noting that the objectors will be contacted and invited to discuss their concerns.

### 3. Recommendation

3.1.1 It is recommended that the members of the Scrutiny Commission give their views for the Director of Planning, Development and Transportation to consider in determining whether or not to make the proposed Traffic Regulation Order.

### 4. Background

4.1 This proposed scheme forms part of the Enhanced Bus Partnership whereby operators have also agreed to invest in new electric buses, contactless ticketing and frequency standards along this bus corridor. To complement this, the City Council is also investing in new bus shelters and real time information at all key stops, together with integrated printed service information.

4.2 The A6 corridor is a strategically important bus route carrying over 2million bus passengers per year, connecting the City Centre to the Beaumont Leys Centre, Space Centre, Airport and Birstall P&R. Buses along this section are every 5 minutes during the day. Punctuality on all three services is currently below the standard set by the Department of Transport'. Details of the bus services that currently use the A6 Corridor are shown in Table 1.

A6 Corridor	2022/23 usage (m pa)	Service Frequency	Strategic Route	Punctuality	
				Current	DfT Standard
54	1.65	Every 12 mins	Beaumont Leys Centre- City Centre	92%	95%
Skylink	0.25	Every 20 mins	Airport – City	87%	95%
P & R 303	0.12	Every 15 mins	Birstall P & R - City	88%	95%
<b>Total</b>	<b>2.02</b>				

**Table 1 – Summary of Bus Services on A6 Abbey Lane**

4.3 By supporting bus services and promoting bus travel the Council aims to see more people travel by public transport and attract people away from using their cars. Reducing the number of cars on the road will in turn reduce pollution.

4.4 The bus lanes subject to this report are proposed within the following lengths of the A6 St Margaret's Way & Abbey Lane:

Outbound

- St Margaret's Way between Friday Street and Wolsey Street
- Abbey Lane between Byford Road and Sudeley Avenue
- Abbey Lane between Beaumont Leys Lane and Thurcaston Road

Inbound

- Abbey Lane north of Thurcaston Road
- Abbey Lane between Thurcaston Road and Corporation Road
- Abbey Lane between Chale Road and Exploration Drive
- Abbey Lane between Wolsey Street and Ravensbridge Drive
- The River Soar bridge and South Church Gate

4.2 The proposal showing the bus lanes and explaining the rationale for the scheme can be seen on the plan included in the publicity leaflet in **Appendix A – A6 Proposed Bus Lanes Publicity Leaflet**.

4.3 The proposed TRO is to amend the existing (Bus Lane and Bus Gate) Order 2018 and the proposed schedule is shown in **Appendix B**.

4.4 The effect of the Order will be to introduce new bus lanes at various locations in both directions on the A6 St Margaret's Way and Abbey Lane between its junctions with Vaughan Way and Redhill Circle.

4.5 46 valid objections have been received to the proposed bus lanes together with 48 other items of correspondence covering a range of points about the perceived effects of the bus lanes. These are summarised and commented upon below. The following issues were the common points of concern raised regarding the proposed bus lane extension:

- 68 points regarding congestion
- 52 opposing the introduction of 24hr bus lanes
- 27 points regarding pollution
- 19 suggesting the bus lanes should be daytime only
- 6 respondents wrote to seek further information/clarification
- 3 respondents were concerned about the potential loss of business parking
- 3 respondents indicated general support for the scheme
- 2 points made about the situation at the A6 Abbey Lane/Orton Road junction

4.6 The Council will be responding directly to objectors concerning the issues raised. This includes written communication and offers of meetings as far as possible. None of the objections have so far been withdrawn and therefore unresolved objections remain. The main points of objections, with summary

responses are listed in **Table 2**. The letters of objections are presented in full in **Appendix C**.

## 5 Consideration of Objections in summary

Issue raised	Objector No.	Officers Response
That the bus lanes will increase congestion	1, 2, 3, 4, 10, 12, 13, 14, 15, 19, 20, 22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 57, 58, 60, 61, 64, 67, 70, 72, 73, 74, 76, 77, 79, 85, 86, 88, 89, 93, 97, 98, 99, 100, 101, and 104	<p>Congestion and capacity in this context can, mostly, be attributed to junctions. The scheme has been designed such that the proposed bus lanes finish an appropriate distance before the junction is reached. This allows general traffic to filter in from one lane to occupy two lanes at the junction, queuing back to the end of the bus lane. General traffic can then pass through the junction in two lanes as it would normally do with a similar capacity of through traffic maintained.</p> <p>The arrangement allows buses to move in the sections of bus lane to get ahead of the queue of general traffic so they are better able to keep to time and avoid delays to timetable. The A6 is an important public transport route not only for general commercial buses but also for the Electric Park and Ride service from Birstall.</p> <p>Encouraging more people to use reliable public transport will of course help to reduce congestion generally if they previously travelled by car. This will in turn reduce air pollution and carbon emissions.</p>
That the bus lanes will increase pollution	2, 8, 10, 16, 21, 26, 31, 34, 36, 38, 39, 40, 41, 44, 53, 58, 74, 75, 77, 85, 86, 88, 97, 99, 101, 102 and 103	<p>By supporting bus services, particularly the new electric fleet, and promoting bus travel the Council aims to see more people travel by public transport and attract people away from using their cars. Reducing the number of cars on the road will in turn reduce air pollution and carbon emissions through the neighbourhoods the A6 passes through. There is no evidence that bus lanes themselves increase pollution.</p>
Why does the bus lane operate for 24 hrs each day	10, 14, 15, 24, 27, 28, 33, 38, 40, 45, 48, 49, 60, 61, 71, 76, 89, 92 and 95	<p>The Council's established policy is that bus lanes should generally operate 24hrs a day, 7 days a week. This is to provide the clearest possible guidance to motorists and to ensure that the benefits provided by bus lanes are provided at all times. This includes use by</p>

		<p>cyclists as well as emergency vehicles for example.</p> <p>In off peak periods when roads are much less busy there is no benefit to traffic flow from providing additional capacity, for example by retaining two lanes of traffic, as traffic can be satisfactorily accommodated in one lane.</p>
Concern about loss of business parking space	6, 7, 17	<p>The accompanying red route proposal includes 10 loading bays on the outbound carriageway and a further 2 loading bays on the inbound carriageway. In addition, the proposal includes 6x1 hour limited waiting parking laybys on the inbound side and the retention of the existing 30-minute limited waiting parking layby outside the post office on the outbound side. The parking bays will be unrestricted between 7pm and 7am each day and all-day Sunday. The limited waiting laybys will also be exempt from the No Stopping restriction that will apply during peak hours 7-9.30am and 4-7pm).</p> <p>It is considered that the above provision for waiting and loading will provide sufficient facilities to serve the local businesses and residences on the A6 Abbey Lane. The objections/comments received about the duration of the proposed limited waiting will be addressed during the engagement with the objectors.</p>
Concern about road safety at the Orton Road/Abbey Lane junction	8, 19	<p>It is considered that the concern raised about vehicles using the gap in the centre reserve to access Orton Road and Hobson Road is not significant to the introduction of the proposed bus lane on the city bound side of Abbey Lane. It is permitted to enter a bus lane to avoid a hazard such as a vehicle waiting to use the gap. The introduction of the bus lane may actually assist vehicles bypassing a waiting vehicle as the bus lane will generally be free of traffic thereby making the passing movement easier and safer.</p>

**Table 2 – Summary of Main Objections**

- 5.1 Members of the commission are requested to consider the objections raised and the officer responses above and provide their views to the Director of Planning, Development and Transportation to consider when determining whether or not to make the proposed Traffic Regulation Order.

## **6. Financial Implications**

- 6.1 The cost of processing the Traffic Regulation Order and amending the signing and lining is estimated to be £15,000. The cost will be met from existing Transforming Cities Fund budget within the Council's capital programme.

*Richard Hawkins, Capital Accountant, Finance*

## **7. Legal Implications**

- 7.1 The Council can introduce Traffic Regulation Orders under the Road Traffic Regulations Act 1984. In introducing these, the Council should comply with the provisions of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. Officers should have taken due regard to the requirements under Section 122 of the 1984 Act to ensure the safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway, and to undertake the appropriate consultation with the appropriate statutory bodies.

- 7.2 Officers need to be satisfied that for avoiding danger to persons or other traffic using the road to which the Order relates or any other road it is requisite that subsection 3(1) of the Act shall not apply to the Order. In determining the recommendations officers should have regard to the requirements of Section 16 of the Traffic Management Act 2004 to ensure the safe and expeditious movement of traffic.

- 7.3 The formal reasons for these proposals are for the reasons specified in section 1(1) (a), (c), and (f) of the 1984 Act.

*Bina Taylor, Legal Officer - Legal Services.*

## **8 Powers of the Director**

- 8.1 Under the constitution of Leicester City Council, delegated powers have been given to the Chief Operating Officer to approve amendments. 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. The Chief Operating Officer has arranged for this power to be exercised by the Director of Planning Development and Transportation.

## **Report Author**

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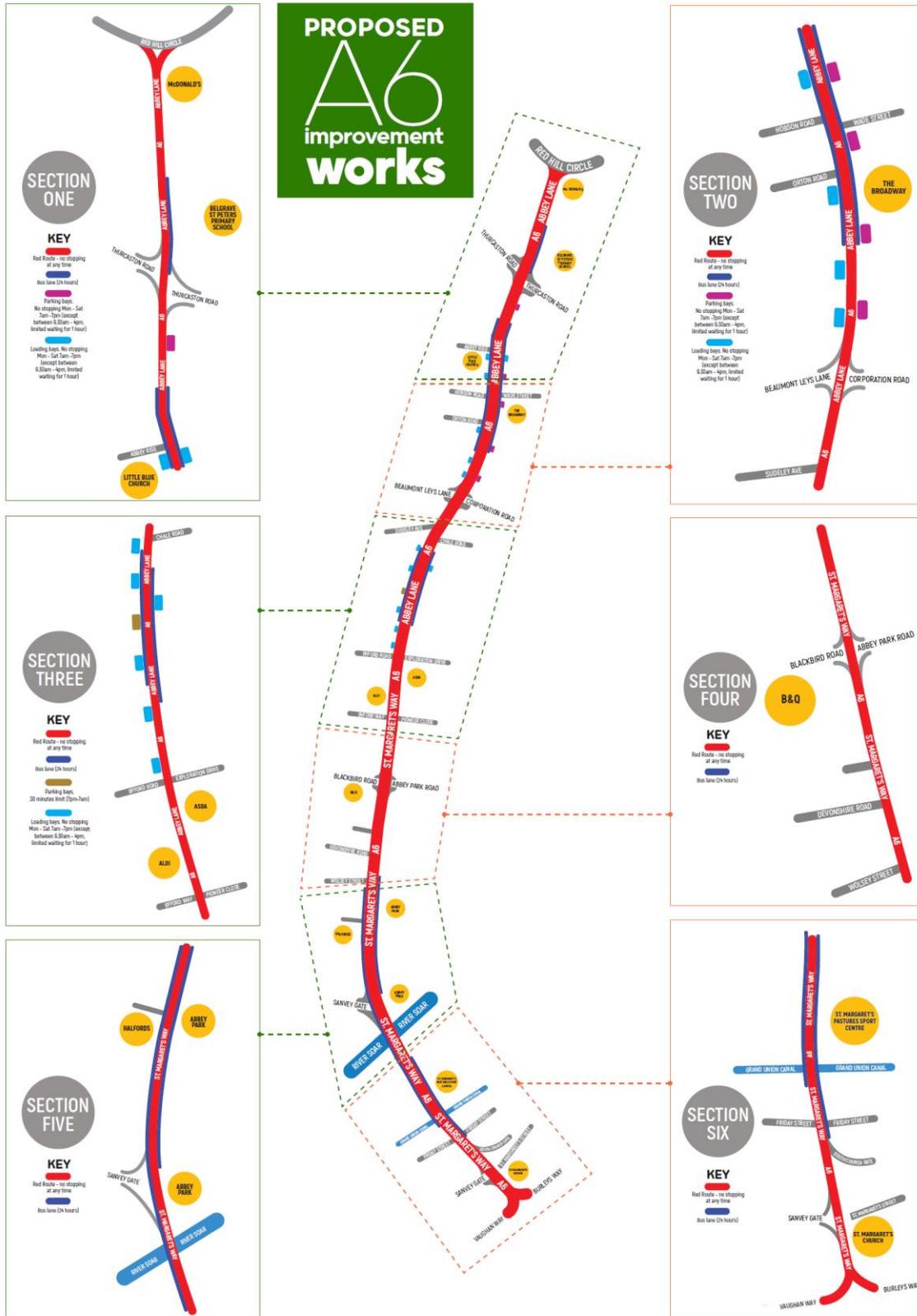
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# Appendix A:



A6 consultation leaflet.pdf

TRO Plan for scheme attached as PDF and also shown below



## **APPENDIX B – Schedule of Streets**

(Those items of the schedule marked in **bold** are to be added or amended to the existing Consolidation Order).

### **SCHEDULE 1**

Bus Lanes, Bus Gates, and Bus Only Road

#### **Abbey Lane**

North-west Side

Column 1	Column 2	Column 3
Part 800	North-east bound carriageway, near side lane; From a point 126 metres north-east of its junction with Byford Road in a north-easterly direction to a point 41.5 metres south-west of its junction with Sudeley Avenue, an approximate distance of 177 metres.	12i – 12xi inclusive
Part 800	North-east bound carriageway, near side lane; From a point 132 metres north-east of its junction with Beaumont Leys Lane in a north-easterly direction to a point 128 metres south-west of its junction with Thurcaston Road, an approximate distance of 329 metres.	12i – 12xi inclusive

South-east Side

Column 1	Column 2	Column 3
Part 800	South-west bound carriageway, near side lane; From a point 30 metres south-west of its junction for McDonalds in a south-westerly direction to its junction with Thurcaston Road, an approximate distance of 127 metres.	12i – 12xi inclusive
Part 800	South-west bound carriageway, near side lane; From a point 111 metres south-west of its junction with Thurcaston Road in a south-westerly direction to a point 137 metres north-east of its junction with Corporation Road, an approximate distance of 329 metres.	12i – 12xi inclusive
Part 800	South-west bound carriageway, near side lane; From a point 160 metres south-west of its junction with Corporation Road in a south-westerly direction to a point 88 metres north-east of its junction with Exploration Drive, an approximate distance of 175 metres.	12i – 12xi inclusive

## St Margaret's Way

### South-west Side

Column 1	Column 2	Column 3
Part 800	North-west bound carriageway, near side lane; From a point 198 metres north-west of its junction with Sanvey Gate in a north-westerly direction to a point 21 metres south-west of its junction with Wolsey Street, an approximate distance of 681 metres.	12i – 12xi inclusive

### South-east Side

Column 1	Column 2	Column 3
Part 800	South-east bound carriageway, near side lane; From a point 77 metres south-west of the prolongation taken from the back of the southern footway for the junction of Devonshire Road in a southerly direction for a distance of 275.5 metres.	12i – 12xi inclusive

### North-east Side

Column 1	Column 2	Column 3
Part 800	South-east bound carriageway, near side lane; From a point 133 metres south-east of the prolongation of the northern kerb line of the junction with Ravensbridge Drive in a south-easterly direction to a point 5 metres north-west of the slip road for South Church Gate, an approximate distance of 283.5 metres.	12i – 12xi inclusive

## **Appendix C – Objections**

### **Objections Received by Email or Letter**

<b>Objector Ref.</b>	<b>Objection/Comments</b>
<b>1</b>	<p>I have received the leaflet regarding the road improvements, I would just like to say that having a bus lane on the Abbey lane will certainly make the traffic worse as it is a very busy road especially at peak times.</p>
<b>2</b>	<p>Having studied the proposed information. Who on this earth thought of this ludicrous idea?</p> <p>As you can see, I live on Abbey Drive and the way the road layout is now, is really awkward trying to get out of Abbey Rise, onto the A6, because of vehicle parked on the pavement reducing visibility, watching for oncoming traffic. I won't go out at peak hours, even now, because of the traffic congestion, which is nose to tail and that's with two road lanes either way.</p> <p>By reducing it to one lane, that'll increase the congestion and increase the pollution emissions, because of the build up of traffic will be increased.</p> <p>I won't use a bus because of my mental and physical disabilities. I can't walk any great distance, so the bus stop on Abbey Lane is too far for me. It is easier to jump into my car and drive to my desired destination and use my blue badge, as I can park closer to that destination. I also get edgy on public transport because of my PTSD.</p> <p>I've been observing the number of passengers using a bus to the amount of car drivers. There are approximately 5 cars to 1 passenger, so don't think car drivers will change their habits.</p> <p>The reduction of lanes will also affect lorry drivers, with their driving hours, being reduced, because of the increased congestion.</p> <p>As for cyclists! They don't even both to abide to the Highway Code and ride on the road or a pavement, without regard for pedestrians. Let alone e-scooters.</p> <p>Car drivers will use the back streets to avoid the congestion, which will lead to greater use of the side roads, causing further damage and upsetting residents because of the increased use.</p> <p>After talking with neighbours. It is felt there has been no consideration for the residents around the A6, who use the road on a daily bases.</p> <p>I am a retired driving instructor and a British Army close protection driver. So do have quite a lot of experience, regarding driving.</p>

<p><b>3</b></p>	<p>Having received your proposals through the post this morning I couldn't believe what I was reading,</p> <p>Quote: 'The introduction of bus lanes will make public transport more reliable' what a joke!</p> <p>Park a council van at the beginning of any proposed bus lane section and watch the traffic back-up instantly during rush-hour. So much so that buses turning onto Abbey lane will be queueing with the rest of us because nothing will move. Then park a council van at the beginning of every proposed section and you will have utter chaos.</p> <p>Having sections is worse than taking the entire lane as a 'Bus lane'. Look at motorways when a single lane is closed the whole traffic flow breaks down within seconds even though there are 2 – 3 other lanes still available. Nothing is going to get through quickly as everyone in an approaching bus lane will fight to get over.</p> <p>This is 'Nuts'</p>
<p><b>4</b></p>	<p>Just looked at the plan on this new road lay out.  Don't you think Abbey Lane is busy enough now without putting a bus lane in ?  This cuts the road down to one lane for cars.  I thinking you don't live in this area of the city.  The businesses down there with no waiting outside their premises are not going to be very happy.  How much is this waste of money going to cost ?</p>
<p><b>5</b></p>	<p>Regarding the proposed works will emergency vehicles ie ambulances/police cars etc. be allowed in the Bus Lanes, as to cut the traffic down to one lane the emergency vehicles will not able able to get by when they're in a hurry as vehicles will not move into the inside lane anymore to move out of the way to let these emergency vehicles pass.</p>
<p><b>6</b></p>	<p>I have a business (address below) that currently has a lay-by outside where customers are able to park their cars and this would then cease if these parking restrictions go ahead. This would have a great adverse affect on the viability of my business which has been here since 2005, as I operate a photographic studio and have parents bringing young children and babies to the studio and they need to be able to park outside.</p>
<p><b>7G</b></p>	<p>Hi, we've received the new intended bus lane plans that is going to be happening on the abbey lane from red hill roundabout. We have a lay-by outside our salon that is going to be reduced to only an hour usage at a time. This will have a massive negative impact on our business as some of services take up to 4 hours to complete as in colours, perms etc. we also have a lot of elderly &amp; parents with young babies/children that use it as it makes it a lot less complicated for them to visit the salon. I feel putting these times will probably ruin our business as we are still struggling from the effects of covid. Please take into consideration as this has been in this area for over 40 years.</p>
<p><b>8</b></p>	<p>Good idea .but you have not thought off access to Orton rd ,blocked by cars waiting to get in car wash get stuck their often very dangerous conditions ,council fully aware of problem but have done nothing ,are we waiting for accident to happen?, I hope not are you aware that this is one of main access for Wolsey house school ,also what about the air quality with standing traffic which this will occur, .in morning and afternoon maby you could get rid of centre refuge , ps nearly been run over at peclan crossing my self so i whould like to think what will happen with kids about,I think this</p>

	<p>will be a good idea, but you need to do a lot of work and speed cameras also Abby lane is like a race track some times,.you need to think about this bee action is taken after all it's one of the main routes in to Leicester and if you make it to difficult people will just go somewhere else I have lots of ideas about this haveing lived in area for more than 30 years</p>
<p><b>9</b></p>	<p>First of all, many thanks for the leaflet explaining the proposal for this area. My initial reaction to the details and plans are good and reassuring. I do have a few questions that I hope you can answer please. A little bit of background for myself, I am a resident on Orton road and have lived here for 45 years. It's a cul de sac with a school at the top of the road and as you can imagine we've experienced some form of problems with traffic over the years. My main concern is getting access and being able to exit Orton road. Problems at the bottom of the road have got progressively worse in the past few years. This is especially bad at weekends when 'everyone 'wants to either sell their car or wash it. Vehicles mainly wanting to get to the car wash literally block both lanes at the bottom of Orton road thinking they have the right to wait for access to the car wash leaving residents unable to in or out. Creating some nasty exchanges on both parties unfortunately. The vehicles have been queuing on the Abbey lane to gain access to the car wash( I have taken many photos over the years and would happy to let you have them if required) This is extremely dangerous if I'm coming home from the town, having to go into the outside lane and indicating to turn into Orton road only for it to be blocked by a car waiting for the car wash. In addition, we no longer use the little slip road opposite Orton road to gain access primarily because it's far too dangerous. Cars are going too fast in both directions. If you want proof of these dilemmas please come and sit in Greggs for a while which is opposite Orton road and you'll see first hand what we're up against especially at weekends. Looking at the proposed plan, no vehicle will be allowed to wait on this stretch of road as it'll be a bus lane. Does this mean these cars are going to queue up Orton road ? There's hardly enough room for residents cars as most homes don't have a drive and they're parked on the road/pavement. In addition, cars visiting We buy any car.com are being accessed by staff on Orton road( again, I have photos) causing congestion in our road. I understand this business services the whole of Leicestershire and is far too small to accommodate the demand. Cars and transporters are often blocking my vision up the Abbey lane or parked on the pavement. Thank you for allowing me to voice my opinions and hope this helps rectify an ongoing problem area for residents.( please note this is my personal opinion and I don't speak on behalf of anyone else)</p>

**10**

I strongly urge you to cancel the councils most recent all out attempt to punish car users and destroy what is already a bleak, desolate, dangerous and litter strewn disgrace of a city centre.

The plan to further reduce car use on what is already a vastly inadequate road network will as you already know cause massive tailbacks, with the accompanying enormous rise in pollution, mental health issues and a huge reduction in city centre footfall.

How on earth can you state with a straight face reducing the capacity for cars on one of the very few remaining dual carriageway sections will 'increase traffic flow??! This is clearly and demonstrably false at best and a flat out disgusting lie at worst.

Also what justification is possible for a 24hr bus lane without a corresponding 24 hour bus service, this policy is so unfounded, unfair and nonsensical it defies both logic and belief. Not even a plan to allow its use for hgv/delivery vehicles or a car pooling lane the only thing which may actually reduce the amount of cars on the roads, so of course that's not even considered??!!

Leicester is a city in rapid decline due to arrogant, ineffective and incompetent leadership, all other surrounding cities make ours look like a national embarrassment, Coventry with far less to work with now has a far superior city centre, with proper open green spaces, a huge town hall square (in direct contrast to our uninspiring 'millennium square', and awful, embarrassing bleak featureless green dragon square), along with the joint lowest traffic congestion of any UK city, the upcoming light railway tram network, a proper off road integrated cycle network plus sub hour affordable trains to London, Nottingham is superior in every available metric, and Derby has a more attractive centre plus a vastly superior road network.

Please listen to the people who live and love this city and whose hearts it breaks seeing an agenda solely aimed at destroying it all based on incorrect and quite possibly corrupt data.

If you have any affection for the city, its residents and visitors do the things which can actually help them, move the market permanently to Humberstone Gate which is currently a unattractive, flora free and dull walkway located next to both a large car park (Haymarket) and large bus depot with plenty of room to host the market and with a pre-established footfall, ideally with actual attractive and carbon capturing trees lining both sides. Turn the current market into a sensational European style plaza to showcase the stunning Georgian and Victorian buildings surrounding it giving the city a proper, beautiful and large public square to host actual popular large events as in Nottingham. Use the ridiculously ugly Green Dragon Square as a (paid) car park to make attendance to the square both convenient, popular and profitable.

The two other things above all other the council must focus on is increasing the rail track capacity and service providers to St Pancras to reduce journey time to sub hour and provide competition and therefore affordable travel as seen in Rugby, where it has been a huge success. Using modern dual propulsion diesel electric trains used in Europe, developed by Hitachi. These allow for lower admissions, quicker acceleration and linkage to the newly electrified sections on the Leicester St Pancras run. This is the only true way to bring much needed money, prestige and desirability

	<p>to the city which suffered the biggest drop in house values in the entire country.</p> <p>The other is reopening the Ivanhoe line to passengers with a new station by the King Power, you try to claim yourselves as a 'green city' yet all your action's are in direct opposition to this, increasing conjection through moronic Road policies, building low rise houses on carbon capturing and wildlife nurturing green spaces, your refusal to allow modern attractive highrise developments with living walls/roof/ solar energy and private outdoor balconies for each flat as is commplace in London and other important desirable urban conurbations.</p> <p>You can fool yourself all you want about 'environment city', Richard the 3rd blah blah blah, but if theres any chance of this city to avoid its inglorious and complete decline you need to acknowledge on a national level Leicester is famous for the longest most embarrassing covid lockdown in the uk (of course famously and disgracefully broken my the 'City Mayor'), Theocracy based street riots making natural and international news and the disgraceful sweat shop capital of the uk scandal.</p> <p>Adding the most conjection and car polluted city to this list is beyond incompetence and stinks of corruption and/or malfeasance at the highest level.</p> <p>Im well aware you will dismiss all these 100% correct and genuine points as the decision on this matter has already been made and the consultation is merely a box ticking exercise of whose responses will be manipulated to say you've been proved correct.</p>
<p><b>11</b></p>	<p>The proposal to install bus Lanes along Abbey Lane.In Leicester there is never a consultation these plans have already been drawn up and will go head despite what the public think.</p> <p>1) What statistical evidence has LCC got that proves more people are using Buses and cycling? Rarely see cyclists in bus Lanes they prefer the footpaths!Will bus fares be cheaper to encourage more users?</p> <p>2)What is the local impact on businesses ie Chip shop and News agents along Abbey Lane when there is nowhere to park. Access to ASDA Aldi and the retail park will all be affected.</p> <p>3)Many so called bus Lanes like the ludicrous one on Fosse Rd cannot improve bus times as they have to join the queing traffic it's no more than a few metres long!</p> <p>4)So called improvements to Woodgate are a disaster waiting to happen the wide tarmacked areas provide extra parking for shoppers at Maxi Grosnik.Double yellow lines adjacent to Bucks Chippy and funeral directors totally ignored.</p> <p>There is no safe crossing for pedestrians from Maxi Grosnik to Kwik save.Why was a lampost left in the middle of the path?A local resident is visually impaired this is a Hazard.</p> <p>So some points to consider or not regarding so called improvements to the flow of traffic through Leicester City</p>

<p><b>12</b></p>	<p>I would like you to take this email as an objection to the proposed disaster of putting a bus lane on abbey lane.</p> <p>I use this road to get to work every day, this road has more than enough congestion as a 2 lane road, putting it down to 1 lane will just create more congestion and pollution., the congestion will gridlock the entire city.</p> <p>Have you or anybody else who has put this idea together travelled this road during the rush hour??? It can take 20-30 minutes to travel from St Margaret's end of the A6 to Red Hill roundabout some days, using 2 lanes, now imagine that with only 1 lane available!!!!</p> <p>It is not feasible for the people who work on the opposite side of the city to catch buses to work as it would require 2 bus journeys and a lot of extra stress, when the buses do not turn up.</p> <p>Consider if someone were to break down in the single lane, you have cameras in the "proposed bus lane" how many of the fines would you overturn due to the 1 lane available being unavailable and the traffic having no option but to move around the vehicle into the bus lane????</p> <p>This is 1 of the busiest roads leading into town from the north of the city. It does not need to become even busier with the removal of 1 of the lanes becoming a bus lane. How do you propose to deal with the extra traffic that LCFC &amp; the TIGERS bring down this road??? When either of these teams are playing at home, the traffic already stretches back down the A6 and through Birstall, and this is with 2 lanes of traffic. I have previously emailed you saying how bad this would be. I strongly urge you not to make this a single lane carriage.</p> <p>I look forward to receiving your reply addressing the issues I have laid out in my email.</p>
<p><b>13</b></p>	<p>This is one of the worst ideas the council have ever suggested, I'm sure the people who have suggested this do not take this route often enough to see what a awful impact this will make around the city. The traffic is bad enough with two lanes but reducing it to one lane will cause queues which will affect the city centre due to back log of cars in just one lane. You keep going on about the buses but what about people in cars who want to just get home after a hard days work to see their families but their travel time will take twice as long as you don't seem to care if they get home to have dinner with their kids and put them to bed. When the road works were on abbey lane a few weeks ago it was terrible with just one lane, maybe the people who think of these bright ideas need to travel this route for a good year at rush hour traffic and see then see what a stupid idea this is and how this is going to impact people lives with their families.</p>
<p><b>14</b></p>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24-hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p>
<p><b>15</b></p>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24-hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p>

<p><b>16</b></p>	<p>I wish to object to the proposed plans on the following grounds; 1. Pollution - The scheme h is designed to reduce pollution in the area but this will have the opposite effect. This part of the A6 is a major route in and out of the city, reducing it to a single lane will increase journey times for motorists. No data has been produced to show this will not be the case and in previous area where similar schemes have been introduced traffic and pollution has increased such as on the Melton Road dual carriageway bus lane.2. Bus use - The scheme is based on increased bus use to justify its incorporation however bus use in Leicester is terribly expensive compared to other cities. Similar schemes in Leicester have not seen an uptake in bus use with cost being the limiting factor. In the current climate commuters do not have an extra £80-£100 a month to spend on bus as most living in Leicester have to own a car anyway. This is not feasible and it is insensitive for the Council to expect the same during a cost of living and inflation crisis. In conclusion we want to see cleaner air in the city and less traffic but a scheme such as this will only make the problem worse. Leicester needs an overhaul of public transport which should be publicly owned with the use of busses, trams and light rail all working together to get the city moving. Schemes such as this which attempt short term fixes are only contributing to the issues and not resolving them. I trust the Council will take this on board and review their plans on this matter.</p>
<p><b>17</b></p>	<p>I'd like to raise strong objections to the proposals.</p> <p>The red route and no stopping would have huge implications for many businesses some of which are small local companies that would suffer as a result reducing the income for the city. This would have a negative visual impact for visitors to the city and locals who use this route a way into the city center for leisure activities, making our city appear less attractive possibly affecting tourism.</p> <p>The city center is dying due to issues with undesirables within the city center that making visitors and locals feel unsafe and uncomfortable, cost of parking being high, many shops being vacant. Many locals miss the Debenhams store and many others which have gone not just due to the pandemic but a lack of understanding and reasoning from the company that owns the building. For the reasons above many decide to travel to Fosse Park or other out of town areas for leisure. I went into Leicester yesterday for first time in a long time due to issues stated above and found it to be very quiet compared to the heaving City center Saturday it used to be 10years ago. By putting a bus lane onto a main route that currently has no real issues with traffic is simply illogical for the negative impact it will have. It will cause more traffic and delays, therefore more frustration, more road rage and people will simply stop being going into town as much as they won't want to spend time or money in long queues instead, they will go elsewhere and the center will continue to deteriorate with closures of many loved and high-quality shops.</p> <p>What would be more effective in making people use the bus and public transport more would be through better links and cost first with strong marketing campaign making people aware of the low cost and price of using car comparison data on the campaign.. Everyone wants to save money and have easy access to center. We have access to bus and trains but they're currently not used as take too long into center along Melton Road despite some bus lanes being introduced. The combination of cheap or free (in first instance to get people on board), environmentally friendly and quick transport would be a recipe for success. The current proposals are not helpful.</p>

	Please avoid killing off our once loved city center further!
<b>18</b>	<p>Proposal for partial closure of Abbey Lane:  Typical council double think. Ideas like this do not reduce congestion, they increase it. Please do not do this. Bus lane on Abbey Lane is a bloody silly idea. Why don't the council put some effort into things that really need doing instead of inventing problems.</p>
<b>19</b>	<p>I was bewildered to learn about the implementation of the 24-hour bus lane on Abbey Lane. As someone who has travelled along this road daily for the past 35 years, I believe I am one of the most frequent users. Due to the nature of my split work shifts (AM and PM as in going to work twice), taking the bus is not usually a viable option for me. Additionally, most buses tend to follow the Melton Road/Belgrave route regardless.</p> <p>On a positive note, I do support the concept of a red zone where stopping is prohibited, as long as it is strictly enforced. I also agree with the implementation of a 30 MPH speed limit, given the increase in junctions and traffic lights in recent years. It is disheartening to witness vehicles racing from one stoppage to another without any tangible benefits.</p> <p>This could be done now given the accidents and deaths along this road.</p> <p>I would suggest if it did meet any local approval conducting a trial period for these changes, similar to how road works or other modifications are often tested. This would allow you to observe the pandemonium that arises that I witness currently from U-turns, tight right turns, road works and the delivery of goods by cars or lorries.</p> <p>My very experienced and informed opinion is that this would be disastrous with embarrassing fall-out</p>
<b>20</b>	<p>Can't tell you how strongly I am against the A6 bus lanes. I read the article about how it's not going to increase congestion and to be honest that's just not true. They said the same thing about the bus lanes on groby road. They massively increased congestion, even before the road works appeared on 5 ways.</p> <p>Abbey Lane takes forever to get up already. I love on blackbird road and it takes us 5-10 minutes to drive to the asda there. It's quicker for us to go to Beaumont leys tesco which must be at least 3 times the distance. If you take out a lane it's going to be ridiculous. Those sets of traffic lights around the asda take too long to get through already. If you take a lane out your going to half the amount of cars that get through on each green light and double the distance of the que, and the que is going to go back through other junctions. This is the most ridiculous idea for a bus lane I've heard. The buses don't really have that much of a problem getting up abbey Lane anyway. I used to work in birstall and regularly caught them to and from town to birstall.</p> <p>The amount of pointless bus lanes popping up in Leicester is a joke. We put bus lanes in places where there are only maybe 5 buses an hour using that road. It's ridiculous and if you keep making it difficult for car drivers they aren't going to use the bus they're just going to get annoyed with the stupid traffic you're creating. This is a totally undemocratic decision which the vast majority of people in Leicester aren't for.</p> <p>Very strongly opposed to this. Would also like to know if it does create extra</p>

	<p>congestion, if you're going to take the bus lanes back out and return it to it's previous state?</p>
<b>21</b>	<p>I write to object about your plan to introduce changes to Abbey Lane, A6, St Margarets Way.</p> <p>The traffic conditions are already bad and your changes will make things worse. There is no justification for this change. The reasons mentioned about air quality, improvement and benefits to the environment are not substantiated with scientific evidence.</p> <p>This will detriment vehicle users who have a right to use the roads in their own vehicles. Public transport is not fit for purpose, safe or viable for those with disabilities.</p> <p>This change will detriment those who are vulnerable and should be protected.</p> <p>The work will also cause damage to the environment and be a waste of public resources which tax payers have contributed to.</p>
<b>22</b>	<p>I understand the council has a budget to make improvements to Leicester so it would be great however from the Abbey park bus lane that has been made there is only one lane for traffic and during busy times that is not practical especially when there are festivals and road closures. . Having 2 traffic lanes and a bus lane would have been better.</p> <p>Could you ask that during Road closures and festivals if the bus lane near abbey park can be inactive as it usually takes 1hour to get to the other side of Melton Rd as you have to around abbey lane and the roundabout, this would normally take 10 mins if Melton Rd is open however during Diwali and fireworks and other things the roads are closed.</p> <p>I would urge u not to make our roads smaller but expand it to 2 for traffic and a third for the bus lane. These routes go in and out and around the city and is not just for Beaumont leys or surrounding areas but people who go Asda Aldi and B and Q and Glendfield hospital etc. I went on the bus recently literally down a small stretch and it cost me £1.60. It is not cost effective for me in this cost of living to go by bus as well as taking 3 little infants. Please consider those who don't have means to travel by bus because of their circumstances or having to travel to different places in the city for school runs and visiting Immediate family like my mother in law . Going to the park and thereafter going shopping. Please consider not everybody can rely on buses or cycles.</p> <p>I have been to Milton Keynes where Roads are wider as well having extra lanes and a bus lane with parking and ways for people to cross. Maybe someone could just go have a look this is the way streets should look. Abbey Lane has the space for all this as well the rd where the bus lane is near abbey park. It did not make sense to get rid of parking off the street and making the pavements wider as people hardly walk there except at festival times and putting only 1 bus lane and 1 lane for traffic. It just tightened the rd and made it congested for nothing</p>

<p><b>23</b></p>	<p>Following receipt of the pamphlet (this being the first time i'd even heard of this) for the proposed A6 "Improvement" works, i wish to make my objection to the plans</p> <p>As a resident who lives off Abbey Lane, this will not cut congestion but actually contribute to it by cutting down to one lane and reducing speed limit, this will also add to pollution as traffic will be at standstill at peak times, even worse than it is today. As someone who actually uses the current bus service into/from Leicester city there is no need for a 24hr lane, the service is more than efficient - Skylink always on time with regular buses and has been like that for years so there is no need to change it!. Abbey Lane is the heart of access to town and reducing its efficiency will only cause chaos and i do not wish to live through 1-2 years of disruption through slow roadworks trying to access my property on a daily basis.</p> <p>I do hope the council re-thinks these plans and spends the money in more deserving areas of the city which are crying out for development.</p>
<p><b>24</b></p>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p>
<p><b>25</b></p>	<p>Just leave Abbey Lane alone. There are very few days I encounter traffic problems there getting to and from work, or on any other occasion. Stop trying to make the general population stop using their cars. Changing the roads will not persuade me to use public transport instead. All you will do is filter the same number of cars into a smaller space and cause more congestion, leading to more pollution. NO ONE WANTS TO USE BUSES, many of us are, due to health reasons, not able to use bikes. STOP, just STOP making Leicester a worse place to live. Find another way to justify your existence.</p> <p>Maybe focus on finding a fairer way of distributing Household support funds to those really in need, rather than just to those who can fill in an online form.</p>
<p><b>26</b></p>	<p>What planet are you people on... ? This bus lane idea is stupid to say the least... ive lived on abbey lane for over 50 years and the only thing that needs to be done is put in a 30mph speed limit with speed cameras, looking at the number of fatalities over the years this should have been put in place long ago.. adding a bus lane will just make congestion even worse than it already is... at times the traffic on abbey lane is at a standstill, adding a bus will just add fuel to the fire....</p>

<p><b>27</b></p>	<p>I formally object to the bus Lane proposals on A6 abbey lane ect.</p> <p>The recent bus Lane to A50 has caused extra traffic and journey times and I am concerned by the knock on effect of adding an extra bus lane. I for example live in a village with no buses to leicester. I rely on my car and van to commute and. Without Leicester and Leicestershire all Having access to full bus timetables things like this add hell to the normal driving commuter.</p> <p>The large trees already mean buses have to go wide into both lanes anyway so what would adding a bus Lane create.</p> <p>The main thing that needs to be done to improve journey times for bus and cars is to stop the large car transports lorries from stopping on the A6 and spending ages unloading and reloading. This is the real problem here.</p>
<p><b>28</b></p>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p> <p>Living off of Abbey Lane I have experienced both car and bus transport via this path of the A6. At the moment, especially during school term times, the morning traffic is already congested and busy. The current proposals will worsen this situation. This situation is akin to the previous decision to convert one lane of the double-laned A6 into a cycle lane during the Covid pandemic. This cycle lane was sparsely used and it's only apparent effect was to worsen the traffic situation - and this was evident during the pandemic - a period of reduced transport - in comparison with the busier nature of the city currently. Furthermore the ill-judged nature of this decision was reflected by the reversal of the cycle lane back into a double-laned A6. The parallels between this case and the current proposals are visibly similar. It would seem best to avoid a repeat of this episode by reversing the current proposals which have been suggested - and I for these reasons, I ask if you could please re-consider?</p>
<p><b>29</b></p>	<p>I am writing to object in the strongest terms to the creation of a red route on the A6 from Red Hill Roundabout all the way into town. I work in a City school and live in Rothley, so use this route every day. I already leave home at 7am and leave school at 6pm in order to avoid traffic. Creating a red route will reduce the two lanes down to one and so traffic will inevitably be worse.</p> <p>I don't accept that this will reduce congestion or that it will encourage people to use the white elephant that is Birstall Park and Ride.</p> <p>Please include this email in your data on official objections.</p>
<p><b>30</b></p>	<p>Hard to know whether to laugh or cry at the claim that bus lanes the length of Abbey Lane and St Margaret's Way will not adversely affect general traffic flow.</p> <p>Please visit A426 Lutterworth Road Leicester Road in Glen Parva.</p> <p>May I remind you there is still no credible evidence that bus lanes improve traffic flow?</p> <p>Oh, and some more aerial cash registers in the form of enforcement cameras, for good measure.</p> <p>Please, by all means, prevent car transporters from blocking the carriageway. But you only have to witness the impact that one of these has for 60 minutes over 100 yards, to realise what permanent bus lanes will do.</p>

	Those of us who travel in from beyond Red Hill Circle already know exactly what a catastrophic idea this is.
<b>31</b>	<p>I cannot think of a more certain way of creating further grid lock within the city. A short section of this road (southbound) near to Corporation Rd was recently reduced to one lane. The result? Carnage. My commute time increased by 10 mins with traffic tailing back to Redhill circle.</p> <p>Much of the traffic using this road is from Loughborough, Quorn, Rothley, the new estates to the north and the northern link road. Do not forget the entire new village being created at Rothley.</p> <p>I have to travel from Barrow on Soar to Aylestone Rd. I have to cross the city. I cannot use the park and ride, I cannot cycle as I carry tools and need my car for business purposes once at work.</p> <p>The section of road in question is narrow, has various cut throughs and turnings in the central reservation which unless removed will further exacerbate hold ups. A huge sum of money not to mention a vast amount of carbon has been expended just recently on the section north of Blackbird road.</p> <p>I believe this proposal (admittedly I have not studied it in detail) will be both economically and environmentally detrimental to both the city and its environs. I note the necessary traffic orders are already in place. I suspect that regardless of the "consultation" to which I am responding the scheme will go ahead anyway. In my considered opinion this scheme will exacerbate pollution and cause serious traffic flow issues to the north of the city.</p>
<b>32</b>	I would like to object using one of the lanes as a bus lane. I use Abbey Lane regularly it is always congested. Reducing the road to a one lane road will cause more problems. Realistically the people already using this road are not going to get on a bus.
<b>33</b>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p> <p>People travel from all different directions to get work in the mornings, making a bus lane will not mean they will get a bus. These ideas do not work.</p>
<b>34</b>	My Husband and me strongly oppose the scheme. We live near Abbey Lane and use it daily. To take out a lane for a dedicated bus lane is quite frankly madness! We think a lot of the schemes already put into place in Leicester have been good, but Abbey Lane will not work. It will create gridlock. There are too many facilities where people are heading to along the Lane. The car showrooms have large transporters delivering cars which currently need to drop off and block one lane and the times this happens, which is only for a brief time creates a backlog and slows the traffic down creating a back log if the lane was permanently taken out we can't image how far back the traffic would go...as far as red hill roundabout clogging that and therefore having an impact to the flow in that area too. Having cars stationary emitting fumes will make the pollution far worse than free flowing traffic. The other aspect is the volume of traffic diverting down Melton Road / Belgrave Road and also Catherine Street these roads at the best of times are slow moving so more cars on these roads will be terrible. We strongly ask that this crazy scheme is abandoned. We are sure that the funding could be utilised on another scheme which would be beneficial just not this one!

<p><b>35</b></p>	<p>My personal opinion is a strong no.</p> <p>The more you restrict lanes the worse the traffic gets. People still need to use vehicles.</p> <p>The more you restrict junctions, the worse the traffic gets.</p> <p>Allow it to flow rather than fighting against it. Restricting main arterial routes from motorway, to dual carriageway, to one lane.</p> <p>Surely you can see all of the restrictions are causing problems.</p> <p>Public transport isn't reliable enough, or simply not appropriate for a large number of people for various reasons.</p> <p>It looks to me like the city centre is preparing for some sort of ulez cameras and charging people daily, including locals.</p>
<p><b>36</b></p>	<p>I would like to raise my concerns in relation to the proposal to put bus lanes all the way down Abbey Lane.</p> <p>Halving the capacity of a main route into the city, which is already heavily congested, is not the way forward. It will increase pollution and further damage the centre of Leicester. People are not going to start using public transport if you make the city inaccessible by car. People are simply just going to avoid the city. Those that have to go into the city will still use their car, however they will have to deal with a reduction in their quality of life due to increased commute times.</p> <p>The city centre has been in decline for many years and it would appear that the council are keen on increasing this decline. It is quicker for people to travel from the north of Leicester to Fosse Park in the south, than it is to travel to the centre of Leicester.</p> <p>Reducing the lanes available for cars to travel on will not improve air quality. It will just increase congestion, resulting in a reduction in air quality.</p> <p>A couple minute reduction in bus times will not improve ridership. People are not using buses as they are of poor quality, don't actually turn up and are not available at times when they are needed. They are also very expensive!</p> <p>I oppose the introduction of bus lanes down Abbey Lane and do question the councils logic for such a decision. The council are supposed to be servants to the people but appear to continually have the desire to go against what the majority want.</p>
<p><b>37</b></p>	<p>As a small business owner in Leicester City Centre I hereby object to the proposed bus lane plans. The proposed 50% reduction in this road space to private vehicles (including vital deliveries for small businesses) will cause a considerable increase in congestion (and thus more pollution) and will reduce further the reduced footfall into Leicester City Centre - with more traffic being pushed to Fosse park (perhaps this is the aim of invested members of the council?) The restricted A50 has already created massive congestion issues, with people ironically using the A6 route instead which will now face even more drastic restrictions. Please stop adding associated very wide bike lanes on ring roads when cyclist do not need to circumnavigate on these roads, they can take the most direct route from A to B straight through without following a loop around the city like bigger vehicles.</p> <p>My expectation is that this continual restriction to private vehicle space and the</p>

	<p>resultant further gridlock this is causing is being created to justify a congestion charge in the future. Please be aware that these projects are slowly killing the city centre economy.</p> <p>Such is the lack of thought or integration of this plan that I can only speculate that the council or members within are achieving financial or political gain by continuing to request and undertake expensive, disruptive and unsuccessful road restriction projects like this, like the A50, like the Frog Island junction.</p> <p>Please stop and think about the impact this continued restriction has on businesses and footfall in a rapidly declining city centre.</p>
<p><b>38</b></p>	<p>I strongly urge you to cancel the councils most recent all out attempt to punish car users and destroy what is already a bleak, desolate, dangerous and litter strewn disgrace of a city centre.</p> <p>The plan to further reduce car use on what is already a vastly inadequate road network will as you already know cause massive tailbacks, with the accompanying enormous rise in pollution, mental health issues and a huge reduction in city centre footfall.</p> <p>How on earth can you state with a straight face reducing the capacity for cars on one of the very few remaining dual carriageway sections will 'increase traffic flow?! This is clearly and demonstrably false at best and a flat out disgusting lie at worst.</p> <p>Also what justification is possible for a 24hr bus lane without a corresponding 24 hour bus service, this policy is so unfounded, unfair and nonsensical it defies both logic and belief. Not even a plan to allow its use for hgv/delivery vehicles or a car pooling lane the only thing which may actually reduce the amount of cars on the roads, so of course that's not even considered??!!</p> <p>Leicester is a city in rapid decline due to arrogant, ineffective and incompetent leadership, all other surrounding cities make ours look like a national embarrassment, Coventry with far less to work with now has a far superior city centre, with proper open green spaces, a huge town hall square (in direct contrast to our uninspiring 'millennium square', and awful, embarrassing bleak featureless green dragon square), along with the joint lowest traffic congestion of any UK city, the upcoming light railway tram network, a proper off road integrated cycle network plus sub hour affordable trains to London, Nottingham is superior in every available metric, and Derby has a more attractive centre plus a vastly superior road network.</p> <p>Please listen to the people who live and love this city and whose hearts it breaks seeing an agenda solely aimed at destroying it all based on incorrect and quite possibly corrupt data.</p> <p>If you have any affection for the city, its residents and visitors do the things which can actually help them, move the market permanently to Humberstone gate which is currently a unattractive, flora free and dull walkway located next to both a large car park (haymarket) and large bus depot with plenty of room to host the market and with a pre-established footfall, ideally with actual attractive and carbon capturing trees lining both sides Turn the current market into a sensational European style</p>

	<p>plaza to showcase the stunning Georgian and Victorian buildings surrounding it giving the city a proper, beautiful and large public square to host actual popular large events as in Nottingham.. Use the ridiculously ugly Green Dragon Square as a (paid) car park to make attendance to the square both convenient, popular and profitable.</p> <p>The two other things above all other the council must focus on is increasing the rail track capacity and service providers to St Pancras to reduce journey time to sub hour and provide competition and therefore affordable travel as seen in Rugby, where it has been a huge success. Using modern dual propulsion diesel electric trains used in the Europe, developed by Hitachi</p> <p><a href="https://www.railtech.com/infrastructure/2020/12/18/hitachi-and-everholt-rail-will-convert-uk-intercity-to-tri-mode-hybrid/#:~:text=Train%20builder%20and%20maintainer%20Hitachi,train%20(tri%2Dmode).">https://www.railtech.com/infrastructure/2020/12/18/hitachi-and-everholt-rail-will-convert-uk-intercity-to-tri-mode-hybrid/#:~:text=Train%20builder%20and%20maintainer%20Hitachi,train%20(tri%2Dmode).</a></p> <p>These allow for lower admissions, quicker acceleration and linkage to the newly electrified sections on the Leicester St Pancra run. This is the only true way to bring much needed money, prestige and desirability to the city which suffered the biggest drop in house values in the entire country.</p> <p>The other is reopening the Ivanhoe line to passengers with a new station by the King Power, you try to claim yourselves as a 'green city' yet all your actions are in direct opposition to this, increasing congestion through moronic Road policies, building low rise houses on carbon capturing and wildlife nurturing green spaces, your refusal to allow modern attractive highrise developments with living walls/roof/ solar energy and private outdoor balconies for each flat as is commonplace in London and other important desirable urban conurbations.</p> <p>You can fool yourself all you want about 'environment city', Richard the 3rd blah blah blah, but if there's any chance of this city to avoid its inglorious and complete decline you need to acknowledge on a national level Leicester is famous for the longest most embarrassing covid lockdown in the UK (of course famously and disgracefully broken by the 'City Mayor'), Theocracy based street riots making national and international news and the disgraceful sweat shop capital of the UK scandal.</p> <p>Adding the most congestion and car polluted city to this list is beyond incompetence and stinks of corruption and/or malfeasance at the highest level.</p> <p>I'm well aware you will dismiss all these 100% correct and genuine points as the decision on this matter has already been made and the consultation is merely a box ticking exercise of whose responses will be manipulated to say you've been proved correct.</p>
<p><b>39</b></p>	<p>I am writing to object to the Council's proposal to remove one carriageway from the A6 from the City Centre to Redhill Circle.</p> <p>The Council's continued desire to remove carriageway from the car user is not improving bus journey times. The 29 from Groby to the City Centre has not substantially reduced. All it has done is cause congestion for those driving into Leicester who are not serviced by public transport. This congestion is causing more</p>

pollution as cars sit idle in the traffic from Heathley Park to the 5 Ways crossroads to the detriment of the residents on Groby Road.

Pollution has not reduced as when I previously asked under the Freedom of Information the Council had no prior pollution readings so ha have nothing meaningful to benchmark against to determine the success factors of the initiatives. If you have these please supply them to me as I am interested to understand the benefits of these schemes.

I have yet to see any evidence of post bus lane implementation monitoring on the A50 so request that you publish the Bus times on the A50 pre bus lane and post bus lane implementation to allow the public to properly understand the benefits of the continued reduction in the City highways. I would also like to see evidence that bus lanes have moved more passengers to use public transport. Can you please provide passenger numbers for the 29 bus service pre and post bus lanes?

Also at what point does the council accept that continued reduction in carriageway is creating increased pollution and is deterring persons from the County to not visit Leicester.

For Leicester to thrive it needs visitors who are serviced by Public Transport and those who need to drive. Driving those away who drive is not going to encourage people to spend time in the Retail establishments and purchase multiple items only to have to walk some distance to St Margaret's bus station and try and wrestle their way down a narrow bus aisle.

The A6 in particular is a main route into Leicester servicing those from Loughborough and surrounding areas. They already have the ability to use the Birstall park and ride and putting in place a bus lane is not likely to drive usage up as the journey times are not like to be reduced substantially given the number of traffic signals on that route. Furthermore the fact that the bus lane will be to the detriment of the car dealerships as their deliveries are no longer going to be permitted puts these businesses at risk.

I see no justified reason to further reduce the road network in and out of Leicester. If there was then the statistics would be available for all to see, but as it is I can see nowhere on the Leicester City Council website where the data supports the need for bus lanes

Nowhere is it apparent that:

Bus journey times have decreased by x%

Bus usage has increased by y% for the services now subject to bus lanes

Congestion has increased by z% in areas where bus lanes have been installed

Pollution has reduced by a% in areas where bus lanes have been installed

If the installation of bus lanes are so successful in achieving the successes you say they do please supply the above details to me and the Leicester Mercury

<p><b>40</b></p>	<p>Hi there I'm objecting to the proposed new bus lane along abbey lane as there will be more congestion on the road at peak times when the lane will be reduced to 1 from 2 lanes. This is not gonna reduce the pollution but will increase as more cars will be stuck at traffic emitting more pollution to the atmosphere. The city is already getting grid locked with new cycle lanes. The city should be thinking about how to get rid of traffic quickly. Also why does leicester the only city in the uk have 24 hour bus lanes but not a 24 hour bus service ? I think you should seriously think what the council is doing to the city.</p>
<p><b>41</b></p>	<p>I'm writing in response to the ridiculous A6 red route proposals and wish to lodge my objection.</p> <p>There is absolutely no need to reduce the traffic lanes by the introduction of a bus lane/ red route. The traffic flows perfectly fine outside the main rush hours. The introduction of a 24 hour red route is complete lunacy. I cannot understand the logic to introduce a bottleneck on one of the main arterial roads in Leicester?</p> <p>If Abbey Lane is reduced to 1 lane, you will see traffic tailing back up and blocking junctions such as Red Hill Island and Abbey Park Road. This will undoubtedly increase congestion and pollution. You only have to look at the completely redundant 24 hour bus lanes on Groby Road, Lutterworth Road and Aylestone Road. How are the low loaders ment to unload cars for the many car dealerships along that road? There is also queuing traffic for Asda and Aldi- where is that going to factor into the plans?</p> <p>When will traffic planners understand that people will not give up their until there is a reliable, cost effective alternative form of transport? Has anybody actually used public transport to see how expensive, unreliable and all in all not a pleasant experience it is?</p> <p>You need to review your strategy to constantly punish the motorist by making it impossible to travel through and around the city. Do planners not appreciate the increasing number of electric vehicles that also use the road- why are they being punished when they are using a supposedly greener alternative?</p> <p>The planning committee must also take into account it is not just commuters and shoppers into the city that use the roads. Delivery vehicles which are essential to business in the city centre need easy access. You are making the town centre a no go zone to business which will have a massive effect on trade. When you reduce the lanes on a road it increases standing traffic. This can also impede emergency vehicles for example.</p> <p>There are far more important areas that need improvement. Melton Road is one. If LCC is so intent on implementing a red route- why not Melton Road? The double yellow lines mean nothing to drivers in that area who park wherever they like even if it means blocking the road. Yet you never see traffic wardens around that area- it would be easy pickings at most times of the day, particularly near the Loughborough Road and Harrison Road areas.</p> <p>The more pressing issue for LCC in my opinion would be to fix the pot holes on the roads. You can immediately tell when travelling from County to city as the condition of the road is appalling.</p>

	<p>I'm sure my view will not be considered as I'm sure these proposals are already a done deal. However with the current strategy in place the city centre will resemble a car park and in time will die a death and it discourages people into the city.</p>
<b>42</b>	<p>I use the abbey lane all the time and the congestion it causes with two lanes is ridiculous and with it now being planned for single lane would be a total disaster in my view rather than single lane would it not be better for it to have an additional lane for your bus and cycle lane rather than 1 let's make it 3 lanes or leave it as 2 definitely not 1</p>
<b>43</b>	<p>Looking at the idea of making the whole of abbey lane a bus route is preposterous the traffic implications it will cause will be significantly increased especially around rush hours.</p> <p>These bus lanes simply don't work Groby road is a prime example yes a few people on the bus get to work 5 minutes quicker but hundreds are queuing and have had their journey time extended by 15 plus minutes, that's an extra 15 minutes of hundreds of cars running that could have been switched off because they were already at the destination. Therefore increasing the carbon footprint of the city, the exact thing the council is trying to combat.</p> <p>Besides all of this don't you believe the 3million pounds that is going to fund this could be spent elsewhere improving the current road conditions? This city now has more pot holes than road surface Parker drive is in dire need of resurfacing.</p> <p>If there is one thing you take away from this email I hope it's this, "why does a car have to be roadworthy but the roads don't have to be car worthy?"</p>
<b>44</b>	<p>I completely against this idea as none of the roads that have been made changed have made ZERO difference if anything they have made traffic for car users even worse.</p> <p>Instead of wasting that money why not invest that money into bettering the roads in Leicester. I dont think there is any street in Leicester that doesnt have pot holes or very poorly patched up roads where the road is not even anymore. Don't fix what's not broken.</p>
<b>45</b>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p>
<b>46</b>	<p>Hello, i'm emailing you to object to the proposed Abbey Lane Bus Lane.</p> <p>There is already a bus lane in place from Red Hill Circle to Thurcaston Road, it is not used due to the tightness of the curve from Red Hill Circle and also due to vehicles entering and exiting Mcdonalds. As a regular user of Skylink and Birstall Park and Ride i have never been on a vehicle that's used it.</p> <p>Both this stretch, and the stretch from Corporation Road are only used by 7 buses an hour, so i don't think there's a case for a bus lane here anyway, traffic flows well here and there's no need to risk this flow by something that will be lightly used.</p> <p>I accept that many more buses use the stretch between Corporation Road and Abbey Park Road, there is a case for a bus lane here.</p>

	<p>However, the next stretch from Abbey Park Road to St Margaret's Church, is again, lightly used by buses, about 7 an hour, so i don't think this justifies a bus lane.</p> <p>I would also think that Loughborough Road/Belgrave Road would see a big increase in Traffic if the proposed works slow down car Journies, that might be something to factor in.</p>
<b>47</b>	<p>I would like to object to yet another bus lane this time the proposed A6 Abbey Lane/St Margarets Way bus lane as this is a main artery into the City that will become gridlocked putting people off of visiting the already struggling city center.</p> <p>If you want to improve the A6 make it a "Red route" this will still give the council the revenue from illegal parking that they will be eyeing up from driver's fines for using the said bus lane, if you are genuine about getting people to use the bus instead of the car then make the bus free at certain times of the day ?</p> <p>I fear this email along with everyone else's emails that object to this proposal will never be read as no doubt as the decision has already been made. I do hope this is not the case.</p>
<b>48</b>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p>
<b>49</b>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.</p>
<b>50</b>	<p>I object to these plans, there's no need to spend £3 million on creating more bus lanes that are rarely even used! look at melton road Belgrave as an example outside rushey mead school, just spent all that money creating bus lanes on the full length of road and hardly any buses or cycles to be seen just created more traffic as everyone's using one single lane now! Why not spend this money to fix the pot biles instead.</p>
<b>51</b>	<p>I read the article featured this past weekend on the Leicestershire Live site about the proposed bus lane that will be constructed on Abbey Lane. I write this email in objection to the proposed plans as I believe this will serve no useful purpose to the local residents, nor the real day-in day-out commuters and workers of our city and will likely cause more congestion, frustration and erratic driving behavior by frustrated and irresponsible motorists.</p> <p>Being a full time worker within the city and commuting by car every weekday I find that recent projects carried out by the city council have only caused hindrance to the droves of workers like myself who feel the need to commute by car. The recent project down Fosse Road North being a perfect example, for since the work was completed northbound there has been heavy queuing and congestion tailing back down towards the Lidl supermarket. Such scenes were rarely ever seen before yet today they are now a regular sight. I have to ask what good this project has done for the local area, the residents, the commuters and overall the councils ambition for a greener city? In my experience it has had only a negative impact on all of the above.</p> <p>I know that one reason for the above work has been completed for the proposed school of which I have my own reservations due to the dangerous busy location and the badly contaminated land on which it will be built. It can't be overlooked that Fosse Road North and roads leading to and including the Fiveways junction are</p>

important link roads within the city and any change to reduce traffic in this area is going to cause severe congestion and other problems.

The above project along with the bus lane that has been placed city-bound on Groby Road should be stark warnings about the altering of main thoroughfares into and around the city, nether of which can be called a success by any measure causing congestion and problems to commuters and residents who use these roads daily. To compress the stretch of Abbey Lane down into one lane is going to cause similar problems in another part of the city and I believe the negative impacts will heavily outweigh any that are considered to be positive.

It is in my opinion that the city council are out of touch with both residents and commuters of this city when such projects spring up, yet they continue to plough on with such inventions despite real and valid concerns voiced by the public.

I have always believed any project that helps traffic to flow easier and allows drivers to arrive from A to B conveniently will have the best environmental impact for our city. Reducing lanes, increasing congestion, creating rat-runs and altering junctions have proved to have caused more problems once implemented and it is for all of the above that I oppose the scheme earmarked for Abbey Lane.

I'd also like to close this email with some education for the city council as to why many like myself choose to travel by car in order to commute and for leisure around the city. Motoring has become a very expensive necessity in life, especially for hard working families and those on or just above the national living wage. Cars unfortunately are needed, they provide convenient solutions to most tasks in hand that a normal family or homeowner experiences in todays world. Whilst these tasks may not be a daily occurrence it's found that owning a car makes light of these tasks when they come around. Today the cost of just owning a car is expensive and it is beneficial to make as much use of it as possible.

I have several reasons why I require my car outside of commuting however, I cannot justify paying so much for the convenience of just owning a car for it to sit outside of my house unused whilst I cycle or pay for public transport when commuting to work. A majority of people find themselves in a similar situation and if paying for a car takes a significant amount of money, especially in a time when every penny counts, then it is beneficial and financially economical to use it as much as possible. I believe attitudes are unlikely to change until these sorts of issues are addressed.

Making attempts to 'improve' public transport in such a way whilst at the same time causing more problems for road users will not see a shift from car use to public transport, in reality it will cause congestion, increase pollution and frustrate every person making use of these roads.

Perhaps in future the council should look more closely at inviting businesses to operate further out of the city in order to reduce city-bound commuting, working from home where its possible for businesses to do so and other possible ideas that would truly lift the need for commuting into the city. Placing bus lanes along main routes whilst reducing their capacity for other vehicles is a completely ludicrous idea and I think it compeltley ignorant of the council to disregard the problems which previous projects have caused.

<p><b>52</b></p>	<p>I object to the plans to have bus/cycle lanes on Abbey Lane/ St Margarets Way and to restrict other motorists to using one lane.</p> <p>Bus services are being cut and the trend since the pandemic is a decline in the use of public transport. I hardly see any cyclists. How many buses actually travel down Abbey Lane? I think its only sky link 2x and number 54 that use the route.</p> <p>Abbey Lane is a shopping hub with the B&amp;Q area and the two super markets further ahead to name a few. People are not going to travel by bus, cycle or spend money on taxis to get to these places.</p> <p>The introduction of bus lanes and cycle lanes has just added to congestion around the city with vehicles stuck in traffic.</p> <p>There is absolutely no common sense to the proposals. The money needs to be spent on actually improving the main city centre and surrounding neighbourhoods.</p>
<p><b>53</b></p>	<p>Bus Lanes</p> <p>Bus lanes slow traffic flow, creating more emissions during busy periods.</p> <p>Traffic will try to use shortcuts as alternative routes, and shifting traffic to other routes.</p> <p>Parking</p> <p>How will drivers without a phone pay for parking?</p> <p>I avoid Leicester because of the lack of parking options and expensive parking charges.</p> <p>I prefer free on street parking or out of town free parking.</p>
<p><b>54</b></p>	<p>I wish to strongly object to the 3 Million plan for yet another bus lane on Abbey Lane. This will never entice people out of their motor cars and will only lead to further disruption and difficulty on the roads.</p>

<p><b>55</b></p>	<p>To whom it may concern</p> <p>As a car driver I would like to put my objections to this proposal.</p> <p>In the first instance the cost to the tax payer when we had cycle lanes installed of which I saw one person use was a disaster. Then the cost of changing it back to normal use all at the tax payers expense</p> <p>Objections to your proposal for a single lane for car users:</p> <ol style="list-style-type: none"> <li>1. How do you think the car transporters that collect cars from several dealerships on Abbey Lane can go about there business!!</li> <li>2. So you are expecting elderly people and disabled to do there weekly shop on the bus instead of going by car.</li> <li>3. Has anybody seriously looked at Abbey Lane traffic congestion on a normal day, so you tend to make that congestion even worse with single lane traffic.</li> <li>4. All it will mean is that businesses in the area such as Aldi, Asda, Car dealerships, B &amp; Q, Symth Toys, Home Bargains, The Range, Carpet Right etc will lose trade.</li> <li>5. The congestion it will cause to people going to work will be horrendous on their time stuck in traffic jams. Have you done a survey on this? As you did not do one with the bike lanes as they were not used.</li> <li>6. So you are expecting commuters to go by bus when the buses are being cut.</li> <li>7. It is so easy to waste tax payers.</li> <li>8. I hope you take note of my constructive comments</li> </ol>
<p><b>56</b></p>	<p>I have noticed that the plans for the proposed bus lane on the A6 abbey lane has reached a public consultation stage. It is reported that 3000 leaflets have been distributed, can you confirm where these have been delivered as i have previously mentioned that the vast majority of users of that road come from the north of the city, stretching all the way to Loughborough, now I don't have the exact numbers of households along that route but i presume that it is significantly more than 3000!! Have you or any of the main planners travelled this route lately? There are significant traffic delays all the way from the St. Margarets end of the A6 all the way to Red Hill roundabout, which will only increase with the removal of one lane on this route. As i mentioned before, how will you solve the issue of the traffic on a football or rugby day? This route is gridlocked for hours on these days.</p> <p>With the introduction of bus lane cameras running 24 hours a day, if someone were to breakdown in the single lane, will the fines be cancelled if drivers were to drive around the broken down car and have no option but to use the bus lane to continue the journey or are we potentially expected to wait hours for a breakdown company to come and fix/move the vehicle??</p> <p>At the moment there are only 2 bus services that use this route, with both services ending around 11pm for the number 54 bus and the park &amp; ride ending a lot earlier, why is there a need for the bus lane to be closed to all traffic during the times there are no services running??</p>

57	<p>I am writing to strongly object to the proposed bus lanes that are planned for Abbey lane. You are trying to make cars stay out of the city centre but in the process will cause absolute gridlock on the roads. Why cut the lanes from 2 to 1 when the traffic flows absolutely fine.</p>
58	<p>I am writing to express my concerns and objections to the proposed installation of bus lanes on the A6 Abbey Lane. While I understand the aim is to improve public transportation and reduce traffic congestion, I believe that such a decision could have detrimental effects on various stakeholders and the overall efficiency of the road.</p> <p>Firstly, installing bus lanes would significantly reduce the available space for all vehicles that are not buses, taxis or cyclists; this restriction will also affect emergency service vehicles, bin lorries and other Council vehicles. This plan would lead to an increase in traffic congestion, particularly during peak hours, as fewer lanes would be available for regular traffic. This congestion would ultimately result in longer journey times and frustration among motorists.</p> <p>The installation of bus lanes may also disrupt the existing traffic flow which is already heavily congested and cause inconvenience for surrounding businesses, particularly those dependent on easy access for deliveries or customers. Reduced road capacity and increased congestion could potentially deter customers from visiting these establishments, negatively impacting their revenue and leading to potential job losses. This impact will be magnified exponentially for City Centre businesses that will undoubtedly suffer a further reduced footfall as people avoid coming in to the City unless it is essential for work purposes. Furthermore it is reasonably foreseeable that a number of companies will see this plan as a final straw and move their business outside the Centre as access to all major access routes is further strangulated.</p> <p>In addition to the above, the added congestion would be even more severe on days that Leicester City Football and Leicester Tigers are playing at home, or during the lead up to Christmas, when this road is already queuing heavily from Asda to Matalan junction with 2 lanes available.</p> <p>Drivers will obviously be looking for alternative routes to get in to the City from the North West, most who know, will avoid Groby Lane as this is now a no go area for access to the City and I envisage instead the use of Halifax Drive, Parker Drive, Blackbird Road and Devonshire Rd. All roads that are under strain even now due to their poor condition.</p> <p>I am concerned about the potential adverse effects on air pollution due to the increased traffic congestion caused by the proposed bus lanes. With more vehicles idling or moving at slower speeds due to reduced road capacity, there could be a significant increase in carbon emissions, undermining efforts to combat air pollution and climate change.</p> <p>Furthermore, I would like to bring to your attention the financial implications of this proposal. The installation and maintenance of bus lanes would require significant investment, which would undoubtedly be funded by taxpayers. It is important to consider whether these resources could be better utilized to address other pressing issues in our community, such as improving public transportation infrastructure or enhancing road safety measures.</p> <p>Instead of implementing bus lanes, I propose exploring alternative solutions to improving public transportation. This may include enhancing existing bus services, encouraging ride-sharing, or investing in sustainable and eco-friendly modes of transportation such as more electric buses, better phasing of traffic lights to keep vehicles moving. Increasing the flow would reduce the density and ease congestion.</p>

	<p>I kindly request that you reconsider the decision to install bus lanes on the A6 Abbey Lane and evaluate alternative solutions that will benefit everyone, including motorists, businesses, and the environment.</p> <p>In order that we in the community can have confidence in the planning and permissions required to undertake this work should it go ahead anyway, it would be good to know that there has been an economic, environmental and societal impact assessment, the results of which should be made public to help everyone understand that decision making process has been carefully considered and is based on evidence.</p> <p>Thank you for considering my concerns. I trust that you will carefully review this objection letter and take it into account when making your final decision. I look forward to a response addressing the points raised.</p>
<b>59</b>	I would like to state my OBJECTION to introduce a bus / cycle lane at the following location
<b>60</b>	I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours.
<b>61</b>	I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't run for 24 hours.
<b>62</b>	<p>I object to yet another pointless cycle lane that will cost us taxpayers money which can be better spent elsewhere (even more so considering how little the cyclists actually use the lanes built for them).</p> <p>How about investing the money you pointless waste on cycle lanes on sorting out the traffic jam spots around the city/county instead of making the routes even worse by building cycle lanes using contractors that take the micky with how long they are on the job for.</p> <p>How about invest it in making the south of Leicester better to commute to. It takes over an hour to travel from Beaumont Leys to South Wigston where it takes 30/45mins to travel from B.Leys to Nottingham which is an absolute joke. Widen New Park Boulevard, widen the stretch between Foxhunter and Whetstone. Build a Bypass from Blaby to Wigston so all of the traffic isnt forced through South Wigston. There is so much better options to spend tax payers money on which people will praise you for AND NOT MORE BLOODY CYCLE/BUS LANES.....</p>
<b>63</b>	<ul style="list-style-type: none"> <li>&gt; Just looked at the plan on this new road lay out.</li> <li>&gt; Don't you think Abbey Lane is busy enough now without putting a bus lane in ?</li> <li>&gt; This cuts the road down to one lane for cars.</li> <li>&gt; I thinking you don't live in this area of the city.</li> <li>&gt; The businesses down there with no waiting outside their premises are not going to be very happy.</li> <li>&gt; How much is this waste of money going to cost ?</li> </ul>
<b>64</b>	<p>Are Leicester highways trying to distroy Leicester.</p> <p>Have you ever been on the Abbey Lane in the rush hour, both lanes in wards in the morning and outwards at night are full of traffic. Only one Lane will make it worse congestion, it's a car culture not buses. The worry is that Halifax drive, Parker Drive will be used as a rat run or from Birstall Greengate Lane, Beaumont Leys Lane, Parker Drive. You only have to look at Troon Way and how this gets clogged up each day with only one Lane. If you need to spend money why not make Redhill Way, Troon</p>

	<p>Way down to Barkby Road dual carriage so stop congestion. Also Thurmaston ASDA roundabout needs another entrance it's a nightmare.</p> <p>If you need to get everyone onto public transport why not build a moner rail, down the great central railway into the City from Birstall Park and Ride.</p>
<b>65</b>	<p>I would like to object to the new bus lanes you are considering on Abbey Lane and indeed any and all other bus lanes; buses only run every 15 minutes which means that for most of the hour the lane is lying empty!</p> <p>By all means put in a proper cycle lane, but please do not get rid of the extra lane for cars.</p>
<b>66</b>	<p>Pls stop your senseless idea to imposed to people of Leicester. Once their were not many signal lights on Abbey Lane. Now every little side streets got lights, which causes traffic jams. On top you put bus lane then where private car will go. A6 is main roads to Leicester. Pl stop putting bus lane on A6.</p>
<b>67</b>	<p>I travel this route 3-4 mornings a week to get to work, my son brings me in to the city centre , he drops me off as he travels through the City to get to his place of work. Abbey Lane is a bottle neck in places most mornings ( near McDonald's lights , Abbey Park road junction, and St Margaret's Way Junction). No one who has ever travelled this route could possibly believe that putting in bus lanes, cycle paths ,would improve traffic flow, sheer madness.</p> <p>I know the councils objective is to get people on to public transport, but logically this is not practical, the bus services are generally unreliable, people who work shifts are generally not catered for by buses. A lot of traffic on Abbey Lane at 8.30 am is work vans, obviously travelling through the city, they can't use public transport, plumbers, electricians, council work trucks can't get buses !! .</p> <p>I do agree you need to stop car transporters off loading at rush hour to the garages, but this has gone on for years and appears to have been ignored.</p> <p>The powers that be need to think again, all they are doing is killing a once thriving city centre by deterring people from coming into the city centre, I know I've worked in the city for 40+ years and have never seen it looking so unclean and uncared for, maybe you would better spend your money and attention on cleaning up the City, rather than frustrating those that pay road tax to use the roads .</p>
<b>68</b>	<p>I live in one of the houses on Abbey lane (Section 3) which will be affected by the works and would like to ask you some questions:</p> <ol style="list-style-type: none"> <li>1) How long are the works scheduled to take for each section?</li> <li>2) Outside which house numbers on Abbey Lane will the loading bays be situated?</li> <li>3) Outside which house number on Abbey Lane does the bus lane (which runs from 126m NE of Byford Road towards Sudeley Avenue) start?</li> <li>4) Will the number 54 First and Skylink bus services be diverted while the works are in progress?</li> </ol>
<b>69</b>	<p>There is a lot of concern amongst local residents who live behind the Asda about turning left from exploration road near the Asda onto abbey lane towards the city. This is already very congested with regular tail backs from this junction back to the Asda car park.</p> <p>The concern is that it will take a very long time to get into the city if the bandwidth is halved to accommodate the bus lane.</p> <p>I am personally very much for action that works towards net zero and addresses the</p>

	<p>climate crisis and walk and cycle whenever possible but I have to use the car for certain trips. For example there is no good bus route to my daughters school (Castle Mead Academy) and the canal paths are not safe enough for a young girl to navigate alone.</p> <p>We need to see the detail of how this aspect of the plan will work before we can support it as the general feeling in the community is that no thought has been given and it is going to be a nightmare for residents everyday.</p>
<b>70</b>	<p>I am sending this email to tell you I am completely against the changes to Abbey Lane. The congestion will be be terrible.</p> <p>Also the cycle lane on Beaumontleys Lane needs to go as most cyclists use the path and there are many near misses for car users. I live near to BeaumontLeys Lane and have spoken to many people and they all say the cycle lane needs to go. The same conditions exist today and in my view to proceed with this scheme will be a complete waste of time and money particularly when so few buses use this route.</p>
<b>71</b>	<p>May I suggest that if you install these bus lanes, you make them timed - that is 07:00 to 09:00 on the inbound streets &amp; 16:00 to 18:00 on the outbound streets?</p> <p>This will have three benefits -</p> <ol style="list-style-type: none"> <li>1 Allow better bus flow - when it's most needed.</li> <li>2 Cause more frustration to workers driving into the city for work, implying they should use public transport.</li> <li>3 Apper to the motorist that you're trying to help them too</li> </ol> <p>Making them permanent - like so many of the unused cycle lanes appears to be targetting the motorists - who already feel targetted by everyone else. This could then result in the disobedience of motorists on an increasing scale.</p>
<b>72</b>	<p>I would like to object to yet another bus lane this time the proposed A6 Abbey Lane/St Margarets</p> <p>Way bus lane as this is a main artery into the City that will become gridlocked putting people off of visiting the already struggling city center.</p> <p>If you want to improve the A6 make it a "Red route" this will still give the council the revenue from illegal parking that they will be eyeing up from driver's fines for using the said bus lane, if you are genuine about getting people to use the bus instead of the car then make the bus free at certain times of the day?</p> <p>I fear this email along with everyone else's emails that object to this proposal will never be read as no doubt as the decision has already been made. I do hope this is not the case.</p>
<b>73</b>	<p>I am writing to provide my views on the proposed works on the A6 between Vaughan/Burleys Way and Red Hill Circle. I am a resident on Sudeley Avenue, have lived here for 36 years (all my life) and use the A6 daily, both on foot and by car. I am not sure what initial consultation has happened as the leaflet received was the first I have heard about these plans.</p> <p>Traffic and bus routes were perfectly manageable on the A6 before the Abbey Park Road works started (barring the annoyance of the non-coordinated traffic light sequences of the multiple traffic lights between Abbey Park Road and Beaumont Leys Lane). Traffic understandably increased as vehicles were diverted up and down the A6 during these road works. Although Abbey Park Road has now opened, traffic is now being diverted to the A6 due to the Fiveways Junction works. The timing of these A6 plans and consultation is therefore flawed and comes at a time when there</p>

are temporary factors influencing A6 traffic, which will improve once other roadworks are complete.

I oppose to most, if not all of the proposed plans described in the strongest possible way. The plans will add to congestion, make life more difficult for both local residents and those who commute into/out of the city, will add to pollution and will not help with 'healthy living'. The A6 has already been subjected to road works recently: redesign of the junction between Ravensbridge Drive and St. Margaret's Road; redesign of the Abbey Park Road junction and change of traffic light sequence; extension of lane turning right leading up to the Exploration Drive junction for Asda (A6 northbound) etc. To now have road works again so soon after changes have been made is, in its simplest terms, a waste of tax payer's money, especially as none of it is needed. In these times of economic crisis with cost of living and inflation, it's beyond belief that unrequired road works like this which will cost millions are going ahead when the council is otherwise stretched and is raising council tax.

My major opposition is to the bus lanes. The intermittent bus lanes are not needed. My father lives next door to me and regularly uses the bus. He does not have problems with bus delays due to congestion and I can't see this ever becoming a problem in the future.

My main concern is in what space these bus lanes will be created. This is vital information omitted from the information leaflet. Will an extra lane be created for these bus lanes from land currently occupied by footpaths/grass verges? If so then what will happen to the trees and green spaces which are needed for the environment? Taking away from footpath space will compromise pedestrian safety, especially with children commuting to school and going to the park, which we also do as a family. I do not want to have to drive to Abbey Park because it is no longer safe for my children to ride their scooter or tricycle on the footpath whilst getting there. If the proposed bus lanes will be in place of one of the current lanes then where is all the current traffic expected to go? This will just pile on to the 1 remaining lane making traffic and pollution horrendous. This would be the worst thing to happen for the A6 and the north Leicester. The intermittent nature of the bus lanes will create bottlenecks adding to traffic (think about anywhere in the city where 2 lanes become 1). This is all common sense, which these plans seem to lack. I understand the council's wish is for people to use more public transport however for a lot of people, this is not realistic/possible/affordable. How much time is expected to be saved for buses with the new bus lanes considering they are so short (and what objective measure for 'making buses more reliable and convenient for passengers' are you using?) and is the perceived benefit worth the cost to everybody else?

For example, between Sudeley Avenue and Byford Road (both directions) the main traffic is actually caused by buses stopping at inadequate bus stops halting traffic in addition to the traffic lights. What are needed are proper bays at bus stops so that other traffic can continue to flow whilst buses pick up/drop off passengers which then then join the flow of traffic. The otherwise insignificant traffic (when buses are not there), short distance between Byford Road and Sudeley Avenue and traffic lights means that the addition of a bus lane will give no time advantage to buses than the current situation and only add inconvenience for all others.

A vehicle travelling 30mph would take 8.775 seconds to cover 177 metres. There are 7 bus routes (as far as I can tell) which travel the distance between Byford Road and Sudeley Avenue (Skylink, Park and Ride, 54 x2, 2X and 40). The 54 runs at a peak of every 8 minutes. Assuming that only 1 bus uses the entire section of the bus lane at a time and that every bus runs every 8 minutes (which they do not), this would mean the entire bus lane would only be used for 52.65 seconds (1 bus at a time) for every 8

minutes. Even with this gross over-estimation, this sounds ridiculous. Is it really worth causing chaos for the hundreds of other vehicles using the road over those 8 minutes just for this? This concept is applicable across all the planned bus lane areas. Just look at the bus lane between Red Hill Circle and Thurcaston Road (southbound) to see how much/often the entire lane is utilised. In addition, the 54 bus does not run between approx. 11pm to 6.30am, alongside most other bus routes. What is the need for 24h bus lanes when no buses are running?

Another concern is regarding the width of lanes with the introduction of bus lanes. Following road works around the city, the width of newly created lanes are barely wide enough to fit a lorry. Fitting another wide vehicle such as a van in the second lane is impossible and I worry this will cause a significant problem for the A6. A prime example is Beaumont Leys Lane where, after the introduction of a cycle lane, the lane is narrower than the width of a bus causing problems for oncoming vehicles. I've seen many mirrors being hit because of this.

Making the A6 a red route will not cause any changes in real terms so I am not entirely against this other than it being a waste of money. Vehicles never stop on active lanes on the A6 unless broken down so making it a red route will make no difference. Cars rarely stop on the grass verges and only residents park outside of their houses. I am not sure what the point of this red route is.

I am also not sure why so many loading bays are required in between Byford Road and Sudeley Avenue (northbound). It is simply illogical. The only businesses on that side are the post office and café which have driveways and a parking bay. The houses also have driveways so the loading bays will be of no use. The southbound region has more businesses which may benefit from these loading bays but have coped without decades so I don't see the need. Loading bays on the northbound section cannot be used for businesses on the southbound section as they would have to cross a busy road. Similarly, between Beaumont Leys Lane and Orton Road (northbound), there are no businesses but are present on the other side. This is badly planned, will take up useful road/footpath space and will not be used as intended. I worry that you will end up cutting down the trees that have taken so many years to grow and flourish, are good for the city/environment and actually makes the area nice to travel through.

I would suggest you totally scrap and look back at your plans and think about the real benefit to be gained, as I cannot see any. The premise is the climate emergency, air quality and healthy living however just looking at your plans with common sense, it's obvious that all of these will be made much worse rather than better for the reasons described above. The timing of the consultation and creation of proposal is flawed considering confounding factors currently affecting traffic on the A6. Sufficient information has also not been provided in your leaflet given the omission of information on how many lanes will be available to other traffic and in what space the bus lanes and loading bays will be created. Finally, I worry about quality control. Ravensbridge Drive is mislabelled as Sanvey Gate on your leaflet which, considering how serious this matter is, should have been picked up. I wonder what other things have been missed whilst making up these plans.

My simple suggestions to improve flow across the A6 would be as follows:

1. Look at the traffic light sequences to allow all vehicles to flow:
  1. Ravensbridge Drive: The traffic lights allow traffic to flow easily from Ravensbridge Drive onto the A6 (Southbound) causing traffic to build on the A6, especially during peak times. The traffic lights need to give more priority for traffic on the A6 to promote flow.
  2. Halfords junction: Southbound traffic lights remain red even though northbound

	<p>traffic lights are green. This is part of the usual sequence. There are no pedestrians crossing and no vehicles can turn onto the A6 as the northbound traffic is flowing. What is the purpose these lights are kept red?</p> <p>3. Sanvey Gate: Traffic light sequence favours traffic flowing from Sanvey Gate onto the A6 (southbound) which then often blocks traffic coming down the A6. This priority needs to be made more equitable.</p> <p>4. Excessive lights/junctions between Halfords and Beaumont Leys Lane: Please sequence these so that traffic can flow without having to stop at multiple lights. At non-peak times, for example when businesses are shut, hardly any cars turn in/out of Halfords/B&amp;Q/Nuffield Gym/Lexus/SafeStore/Aldi/Asda so why do the traffic lights constantly change from green to red in an uncoordinated fashion so that traffic has to stop at multiple traffic lights when traveling. There are sensors on the lights. Can't these be used to trigger the traffic lights to change?</p> <p>5. Byford Road traffic lights (northbound). The gap is too long from when the Asda traffic lights turn green and the Byford lights turn green meaning vehicles need to stop twice (bad for the environment).</p> <p>2. Create deeper bays at bus stops instead of bus lanes, like the one outside Shree Wanza Community Centre. The balance with a bay for a bus stop, cycle path and footpath seems perfect in this stretch of road. Buses stopping in an active lane are often the cause for congestion. All they need is a proper bay to stop in to allow the rest of the traffic to flow. They do not need whole bus lanes.</p> <p>3. If you feel the need to do something to promote healthy lifestyles then make parts of the wider footpaths on the A6 a cycle path. A lot of the footpath is already wide enough to do this. Invest some of the millions of pound planned for these A6 works into introducing e-scooters for hire which will reduce the use of cars and re-introduce the e-bicycles.</p> <p>And if you are looking for an area to work on, look at Byford Road. The double yellow lines are completely ignored by local businesses sometimes making it a nightmare to drive/walk through that section of road. A simple camera might do the trick. Also look at Belgrave Road/Melton Road. That definitely could do with becoming a red route (nothing more).</p> <p>I do not think anything else is required.</p> <p>Freedom of information request:</p> <p>I would like to know the dates, times and for what time period data was gathered for traffic on the A6 for your detailed traffic modelling. I would like to know if this overlapped with the time road works were active either on Abbey Park Road or the Fiveways Junction. I would like a copy of the report that was generated.</p> <p>With the additional bus lanes, how many lanes for other traffic are in your plans? What will the widths of the bus lanes and other lanes be? What is the standard width of a bus and what is the standard width of a lorry?</p> <p>I look forward to hearing from you soon.</p> <p>I apologise for mass copying you into this email however I really think these plans need investigating and halting. It will be disastrous for Leicester and will worsen the environmental impact of traffic in the city which is really important considering that the A6 is one of the arterial routes into/out of the city. I'm grateful for your time in reading this email and am happy to be contacted to discuss further.</p>
74	<p>I would like to strongly object to the proposed A6 bus lane as this will surly create more pollution with the gridlock this will cause, its slow going driving into the city centre using this route now with two lanes let alone reducing it to a single lane, the</p>

	<p>only reason for this proposed bus lane is for LCC to gain brownie points with the green brigade and seeing it as a cash cow, fining motorists who stray into the bus lane day or night. Please just stick to making it into a "Red Route" and give a thought to the traders in the city who are hanging in there by the skin of their teeth, this bus lane will not help to encourage people onto buses no bus lane has ever increased bus usage.</p>
<b>75</b>	<p>As a resident on Beaumont Leys Lane traffic is already a problem and will only be much worse if the plan goes ahead, and with traffic at a standstill waiting at the number of traffic lights already slowing down traffic any person with half a brain knows that is only going to cause more air pollution.</p> <p>How are rate payers that live on these roads going to get on and off their driveways, cutting across the bus lane and waiting to cut into the queue already on the road? How does the council think pedestrian's , old, young or infirmed are going to get past the car's parking across the pavement waiting to cut into the queues? The pavement is wide but is constantly used a a car park by residents.</p> <p>The cost of this ridiculous idea should be put to better use , very few people can get to their work places by bus, this proposal has not been given enough thought and just like popup bike lanes only causes more problems for the working class people.</p>
<b>76</b>	<p>I object to the 'A6 improvements' on Abbey Lane and St Margaret's Way on the grounds of traffic congestion, enforcement and 24 hour bus lanes. It's unacceptable and a waste of money when the bus service is poor and doesn't even run for 24 hours</p>
<b>77</b>	<p>I don't normally jump on any bandwagon and complain for the sake of it but the Council proposal to install a bus lane along Abbey lane has really got my back up.</p> <p>I live just off the A50 Groby Road and see daily the worst congestion I have ever experienced in my lifetime on this road incoming to Leicester City Centre, both morning and evening, caused entirely by the introduction of a (completely needless) bus lane. Leaving Leicester in a morning the opposite carriageway has queuing traffic for at least a mile (not the case before the bus lane). Returning to Leicester if I don't take the left turning at Brading Road and choose to continue to Medina Road it can take up to 10 minutes to travel 200 metres – and don't blame it on the so-called improvement works at the Five Ways junction (I have lived here for over 60 years and NEVER heard it called that before). Work at this junction, especially on Fosse Road is absolutely laughable – a bus lane in the middle of the roadway, who in heaven's name thought that one up? You only have to look at the signage and markings on the pathway leading north from Medina Road up Groby Road to understand the logic of LCC – Pedestrians next to the traffic, cyclists safe on the inside next to the house frontages, really, really clever and safe that - NOT.</p> <p>Don't you people at the Council realise that cars stuck in traffic cause infinitely more pollution than free flowing traffic and your pleading that reducing cars will reduce pollution is a myth. You must think we're all stupid to believe everything you say. I bet that these schemes are thought up by individuals who never experience the physical impact of them on whole communities.</p> <p>I am all for live and let live, however, in my daily experiences cyclists don't even bother to use the cycle lanes and still use the roadways, ignoring red traffic lights and treating the roads as their own.</p> <p>These 'green' schemes and so called 'improvements' are nothing more than paying</p>

	<p>lip service to central government, saying 'look at us , we've got great green credentials so give us more money'. Not true, you are simply and purposefully making life a lot harder for any car driver in the City – absolute shame on you lot at the Council for this. Without exception I do not know anyone who has any respect and support for what you're doing to this City, just pure and utter condemnation.</p> <p>Having been born and bred in this City, been employed since age eleven and been a Magistrate to serve the City I am fast approaching a decision to sell up and move out. The Council are destroying what used to be a pleasant place to live.</p> <p>End of rant, won't be listened to and expect a 'standard' reply.</p>
<p><b>78</b></p>	<p><b>SUPPORT FOR SCHEME</b> - No doubt your inbox is full of drivers who read todays Mercury article and are objecting to the plans for bus lanes on the A6.</p> <p>I am a driver and a cyclist who travels to work through that area and I would like to voice my support for this proposal. Too often, non-drivers get a non-continuous or circuitous route when we actually want to go the most direct route just like we would in a car. Great to see camera enforcement too.</p>
<p><b>79</b></p>	<p>I think your plans to give the A6 a bus lane is a terrible idea. I live off abbey lane, and I use the turning to go into my road, Abbeymead Road, have you thought about how people are going to access they houses without traffic build up? The residents that live of Abbey Lane are going to be affected, yet you've already decided your going to go ahead with plans.</p>

<p><b>80</b></p>	<p>I would like to strenuously object to the proposed bus lane on Abbey Lane.</p> <p>I understand that your overarching goal is to improve public transport and reduce emissions and would like to understand what data you are basing this change on.</p> <p>Is there any data that you can show that reflects the benefits of this proposal based on other changes within Leicester? Improvements in air quality, an increase in the number of users on public transport or any other beneficial changes?</p> <p>Have you made an assessment of how many people use the bus services and how many cars use the same roads. If so please forward.</p> <p>One of your aims is to strengthen transport links to the city centre and has been for several years. However walking through town today feels like a shadow of what it was and I am old enough to have seen the city centre before the Highcross Shopping centre. So I don't think the changes you have been making are achieving the outcome of a flourishing city centre.</p> <p>It seems to me that many of the changes to the city centre have ended up driving customers away. Hence the number of major retailers that have moved out and the number of empty stores that can be seen today. Even the New shopping centre has a significant number of units that are empty.</p> <p>Conversely looking at the out of town shopping centres you see the complete opposite. Units are pre sold before they have been built with a number of bidders vying for the opportunity. Have you taken any consideration as to the reasons that these shopping centres are flourishing? could it be that they are providing some convenience to attract the customers?</p> <p>I feel like many others that you are overlooking your responsibility of balancing your actions for the enforced good of the community. Too much emphasis is on projects like this when business are struggling to survive due to a lack of customers, hence the migration of retailers. The changes you are making seem to have the opposite effect of the intended outcomes. In my opinion this migration and loss of footfall seems to have been driven due to the pedestrianisation and focus on public transport which has pushed customers away. It seems that they are happier to drive to the out of town shopping centres than to come to the city.</p> <p>I feel you are doing it again with A6 Bus route.</p>
<p><b>81</b></p>	<p>Dear sir I am resident of abbey lane I am aghast at proposed improvement We suffered nearly 2 years of so called improvement on abbey park rd nothing much to show for it except massive stoke on Trent type ugly and very costly pedestrian bridge only used by few someone' must be very happy with the kick back In respect of abbey lane traffic I use this frequently per day A very busy thoroughfare during the working hours less so after 7 pm Just cannot understand the logic of bus lanes hardly few buses per day on this road Consequence severe for drivers on the lane itself but also at both ends of abbey lane entrance and exit This is another hairy fairy scheme with possible kickbacks involved pls delay to give yourself time to rethink pls stand on abbey lane for the whole day and observe like we do everyday laughable to think that these bus lanes are also night time I travel every night on this rd after midnight hardly many cars even less buses pls find something useful to do</p>

<p><b>82</b></p>	<p>I write to state my strong objection to the proposal to install bus lanes along the A6 into the city.  This will not improve traffic flow and will be a complete waste of money.  Additionally, it will do nothing to attract people back into Leicester. The only beneficiary will be the out of town businesses and shops.  BAD IDEA!</p>
<p><b>83</b></p>	<p>I have used the Abbey Lane for many years both at peak times and off peak, all are busy times with two lanes both in and out of the city. This being a main artery into the city of Leicester for all types of traffic I DO NOT believe a bus lane is advisable. The buses from Beaumont Leys stop on Abbey Lane and would still hold up the straight through buses of Skylink and Birstall Park and Ride in a bus lane. It would be very difficult and dangerous to turn left to Asda superstore / Corporation Road area for the Space Station and the feed ins to Aldi and Lexus/Nuffield Gym could easily block a traffic only one lane route if enough cars were waiting to turn right at a red light.</p> <p>No buses other than the Birstall Park and Ride/Skylink run the Abbey Lane from Birstall and with more housing etc being built at Broadnook (Birstall/Rothley border) even more traffic will be using the Abbey Lane, therefore, one lane would be stacked back into Birstall / Red Hill roundabout. A bus lane would not encourage people to use the buses and many cars use this road to cross town via the underpass and flyover on Vaughan way.</p> <p>Often car transporters are unloading cars on the Abbey Lane so the buses have to use the outer lane as do other road users where do you propose these unload if they are to keep a bus lane free?</p> <p>I hope my comments are taken into consideration and enough people object to the bus lane proposal.</p> <p>Concerned Daily Abbey Lane Road User.</p>
<p><b>84</b></p>	<p>I would like to object to yet another bus lane this time the proposed A6 Abbey Lane/St Margarets Way bus lane as this is a main artery into the City that will become gridlocked putting people off of visiting the already struggling city center.  If you want to improve the A6 make it a "Red route" this will still give the council the revenue from illegal parking that they will be eyeing up from driver's fines for using the said bus lane, if you are genuine about getting people to use the bus instead of the car then make the bus free at certain times of the day?  I fear this email along with everyone else's emails that object to this proposal will never be read as no doubt as the decision has already been made. I do hope this is not the case.</p>
<p><b>85</b></p>	<p>I totally opposed this bus lane proposal on A6 From Red Hill Roundabout to St Margarets Way as currently during busy hours two lanes are not sufficient to cope with traffic. Recently highway maintenance team was replacing lights on that route with one lane closure, this temporary work was causing long queues during normal hours and must not go unnoticed while taking such a decision which will make it even worse.</p> <p>Introducing bus lane will make it more worse &amp; will cause more congestion, resulting</p>

	<p>in more pollution. PS Please review the cycle lane in Humberstone Gate. All too often buses invade it when emerging from the westbound bus stops WITHOUT LOOKING!</p>
<p><b>86</b></p>	<p>We the undersigned object to the bus lane proposal for Abbey Lane for the following reasons-</p> <ul style="list-style-type: none"> <li>-Abbey Lane is the key route into Leicester connecting the city to the north of the city, Birstall, Rothley, Mountsorrel and Loughborough etc.</li> <li>-The road has limited capacity to accommodate the current traffic as it is. By taking one lane out for its entire length will have extremely negative impact on the traffic flow.</li> <li>-The narrowing of the road for such a long stretch is totally unacceptable. This will spill the traffic and delays into the side/feeder roads like Beaumont Leys Lane, Abbey Park Road, Blackbird Road, Ravensbridge Drive/Anstey Lane and even further up to Troon Way, Red Hill Way, A6 north of Red Hill Circle. This will also create chaos during the peak hours and rat run will become even more prominent than it is today. This will have bigger negative impact than the Groby Road Bus Lane, which has caused havoc in that part of the city.</li> <li>-The slow-moving traffic will build up and will result in more pollution – we know that from our experience on Groby Road and other places.</li> <li>-Most bus routes like 74, 54 and 26 run every 10-12 minutes interval and they take maximum 25 minutes between their start to and end journeys. The Sky Link and bus from Birstall Park &amp; Ride also have a reasonable frequency and travel duration (although they are less used by the commuters).</li> <li>-Most bus users have never asked for any total time gain on these journeys. In reality it will only be 2-3 minutes gain from this scheme.</li> <li>-Our families and most of us are both bus users as well as car users. Spending millions of taxpayers' money on something that's never been asked for or needed is wasteful and frankly wrong. No one should be allowed to do that.</li> <li>-As a consequence of this scheme the other road users will suffer and that will be totally callous and irresponsible thing to do. Every taxpayer has equal rights on civic utilities and infrastructure like roads and they cannot be marginalised like this, especially when the gains are so marginal while the negative impact is very high.</li> <li>-Therefore, we urge the Council and Planning and Development Controls Committee to take note of these serious points into considerations and disapprove this proposal in its current form.</li> </ul>
<p><b>87</b></p>	<p>Hello regarding the proposed bus lanes on the A6 Abbey lane,as a driving instructor I'm on the roads all day and can see that this will cause terrible long traffic delays for 98% of vehicles using the road at peak time,I understand the idea but when you actually think about it it will only for 45 minutes or so be any use to buses,so now we</p>

	<p>will have a que of traffic in only one lane going back miles instead of 2 lanes shortening the que,no one I've spoken to wants this! How can you implement something that no one wants, that's not the council working for the people,is there some financial gain to this silly idea? Pls respond, thanks</p>
<p><b>88</b></p>	<p>Continuing from my objections: The residents are concerned about:</p> <p>Negative effects on amenities (neighbors and community) - particularly due to:  Noise - This will increase as new bus lanes take effect  Dust will increase in the area, the trees are already sick, this will kill the listed trees quicker.  Disturbance - The bus lane will cause disturbance to all residents already there is less parking space in the area.  Overlooking &amp; loss of privacy - The bus lane, will mean more delays and more standstill of cars - This will lead to loss of privacy.  Nuisance - The abbey lane community will find a build-up of traffic.  Shading/loss of daylight - This will make the area feel less welcoming</p> <p>Over-development or overcrowding of the site - The residents feel the proposal will be out of character in the area. This is NOT Required and truthfully the residents feel we can easily do with out it.</p> <p>Negative/adverse visual impact of the development - THe residents feel the proposal will affect the landscape and or locality of the area.</p> <p>The detrimental effect of the proposed development on the character of the local area will not go down well with the resident living in the area.</p> <p>The Residents feel the design issues - including:  Bulk/massing  Detailing and materials  Local design guidance/policy ignored  Over-bearing / out-of-scale or out of character in terms of appearance</p> <p>The trees on the abbey lane are a Conservation Area - adverse effect of the development on the character and appearance of the Conservation Area or heritage assets within it.</p> <p>The effect of the development on the setting of a Listed Building in the area will be ruined.</p> <p>Effect on the value of properties in the area - particularly what we own as residents will be devalued.</p>
<p><b>89</b></p>	<p>I'm Writing this email in objection to the priests to add in a 24/7 bus lane on Abbey Lane Leicester. Ha being read the proposals I don't see how this will benefit either those traveling into the city centre or the surrounding businesses.</p> <p>I would question what research has been done on the road. A key route onto Leicester to examine why 24/7 bus lanes are needed. On a regular basis there are good being delivered both county and city bound which reduces the two lanes into one. I'm concerned about the road safety aspect and those trying to get to the various shops.</p>

	<p>As with previous bus lanes the council has failed to publish the benefits and if the other schemes has actually benefited the communities with shorter bus journeys. It appears to just create further congestion around the city.</p> <p>I also believed the cost of the scheme is not value for money. It would be better spent addressing junction issues and better and safer roads which Leicester currently lacks.</p>
<b>90</b>	<p>I want to comment on the bus lane that's been proposed on Abbey Lane. I don't think it should go ahead for a few reasons:</p> <p>1) It has been pointed out that recent improvements have improved traffic. I'd like to see these statistics myself as in what dates are compared as I believe the reason for the lack of congestion is the fact that Abbey Park Road recently opened, and traffic is starting to use the alternative route. This leads me onto:</p> <p>2) Having been down that road many times before and after the reopening of Abbey Park Road, I've personally seen little change to traffic, and this is something I have noticed at different times of the day. The traffic is almost always fairly slow moving and despite the 40mph speed, there are very few times where I have actually reached the full 40mph, or even 20-30mph around the B&amp;Q and Lexus garage area. The opening of Abbey Park Road has not made a noticeable difference.</p> <p>3) Many of the bus routes in Leicester have been closed, including ones on that route, so dedicating bus lanes to them feels pointless now as there are much fewer buses on the roads anyway.</p> <p>For these reasons, I believe it isn't a good idea for a bus lane to be opened on Abbey Park Road. Leicester already has some of the worst traffic I've seen for a city of its size and this will only contribute as that is a major road into the city centre, and an important commute road for many people.</p>
<b>91</b>	<p>With regards to the proposed improvements, will there be any road closures or traffic restrictions when the bus lanes and double red lines are being painted or marked? If so, when will this be?</p>
<b>92</b>	<p>The idea of making the A6 corridor from Red Hill Circle into the city a red route is a good idea. Though creating bus lanes that are permanently active is not, as none of the bus companies operate a 24 hour service. Inbound bus lanes should be active from 0730 to 0930, outbound bus lanes should be active 1530 to 1830.</p>
<b>93</b>	<p>We have seen and read the proposals in the leaflet and have a few comments and questions.</p> <ol style="list-style-type: none"> <li>1. We note there is a loading bay planned between our church and Abbey Rise. Please can you explain exactly where it will be.</li> <li>2. There are two trees in this stretch - are there plans to remove either of these? We are against any removal of trees.</li> <li>3. During the restricted hours of using the loading bay in the early morning and evenings will it be permitted to use the bay for drop off, say for no more than 5 minutes? We are thinking of people with disabilities - if not this could restrict the activities we are able to offer, particularly early evening eg 6 or 7 o'clock start.</li> <li>4. We are concerned about Sundays in particular if there are no restrictions at all for the loading bays and there is a 24hour bus lane, this could mean that people park all</li> </ol>

	<p>day in the loading bay and we have nowhere to drop off people for church who struggle to walk any distance.</p> <p>We are also concerned about the congestion that a 24hour bus lane will cause, particularly outside the church at peak times.</p>
<p><b>94</b></p>	<p>I was bewildered to learn about the implementation of the 24-hour bus lane on Abbey Lane. As someone who has travelled along this road daily for the past 35 years, I believe I am one of the most frequent users. Due to the nature of my split work shifts (AM and PM as in going to work twice), taking the bus is not usually a viable option for me. Additionally, most buses tend to follow the Melton Road/Belgrave route regardless.</p> <p>On a positive note, I do support the concept of a red zone where stopping is prohibited, as long as it is strictly enforced. I also agree with the implementation of a 30 MPH speed limit, given the increase in junctions and traffic lights in recent years. It is disheartening to witness vehicles racing from one stoppage to another without any tangible benefits.</p> <p>This could be done now given the accidents and deaths along this road.</p> <p>I would suggest if it did meet any local approval conducting a trial period for these changes, similar to how road works or other modifications are often tested. This would allow you to observe the pandemonium that arises that I witness currently from U-turns, tight right turns, road works and the delivery of goods by cars or lorries.</p> <p>My very experienced and informed opinion is that this would be disastrous with embarrassing fall-out</p> <p>Thank you for considering my perspective on this matter.</p>
<p><b>95</b></p>	<p>the recent bus lanes at lutterworth road and groby road have causes more road congestion</p> <p>it has added a extra 25 minute journey time on to my trip into leicester down groby road to get to work</p> <p>there is no need to have 24 hour bus lanes has there are no buses running into the city at night</p> <p>they should be shut off at 11.00 pm to 6.00am</p> <p>in the months since the bus lane on groby road has been open no bus has passed me in the bus lane</p> <p>why do taxis allowed to use the bus lane since they are self employed but so am i</p> <p>the bus lanes proposed on abbey lane will just cause more congestion and therefore i will not be going into the center of leicester to work or shop and i will now shop at fosse park</p>

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Overall the scheme should be a significant help in improving reliability, so we definitely support it, but we have had the following comments back from the team on where there may need to be changes to ensure it's as successful as possible in achieving its aims. If we need to send them on to a separate contact can you let us know who that is?

The plan shows the bus lane from Red Hill Circle to Thurcaston Road starting about half way down that link. There is a bus lane currently on the whole length of this link. Will that be retained? If not, what happens to the existing bus lane on the first part of the link? If general traffic is allowed to use that part of the carriageway (possibly to prevent queuing back onto the roundabout) then buses will not be able to access the bus lane.

The stop line for buses at the Thurcaston Road junction is currently slightly in advance of the general stop line (by 5.5 metres), presumably to give buses a head start when the signals turn green. Bearing in mind that buses do not accelerate fast and that most general traffic will start to move on red-amber, the head start means that general traffic may still reach the merge point beyond the junction ahead of the bus. Would it be possible to have the bus lane separately signalled or a merge in turn approach in order to give buses a measure of priority?

Would it be possible to confirm where bus lanes do not cover a whole section that the only other traffic in them would be turning left at the junction? There is a concern that where after a junction 2 lanes merge into one further along the section of road it may cause delays compared to if the bus lane started at the beginning of the section, avoiding the need for traffic to merge, which could potentially delay the buses?

Since the introduction of three sets of traffic signals within 160 metres of each other on the stretch between Exploration Drive and Wolsey Street congestion has increased significantly. It does not appear that any bus measures are proposed for this section.

As part of the design the loading and waiting bays that would be implemented need to be wide enough so that the vehicles using them can fit in the space provided without hanging out in the road? The last thing we need whilst driving up there in a wide bus is for bits of vehicles and wing mirrors to be sticking out in to the running lane meaning we're having to change lanes in order to pass.

For the bus stop at Corporation Road inbound restrictions need to be put in place for this bus stop as the whole layby is consistently used as an overflow car park for the nearby Broadway pub, Kwik Fit and the tyre fitting business. Often we're totally unable to pull in to this bus stop meaning that if a wheelchair user needed to board or alight here, they simply wouldn't be able to.

Hope this helps your colleagues and happy to talk through if there are any follow up queries.

<p><b>97</b></p>	<p>With reference to the proposed alterations to Abbey lane I would like to voice my opposition to these plans.</p> <p>The small number of busses which use Abbey lane each day will have a free run, but the large number of vehicles which use this main artery will be stuck in constant queues instead of flowing freely, creating fumes which the scheme is supposed to stop.</p> <p>Will people stop using their cars and use the bus or cycle? I think not.</p> <p>Yet another white elephant by our car hating council.</p>
<p><b>98</b></p>	<p>Please please please do not have bus lanes on Abbey Lane, this will cause so much heavy traffic in the only lane left, only today they closed one lane and within minutes the traffic built up right up Abbey Lane, it will be horrendous trying to get to work, I live on Egerton Ave and I know people will start using our Street to get onto Abbey Lane further on. I have seen the build of traffic on Groby Road since the council put the Bus Lane on there, the traffic is right up Groby Road the same as Fosse Road North/South, traffic traffic traffic all stuck in traffic jams. I know you want us all to use the bus, but many of us are older and unable to use the bus, I have trouble walking and have to use my car as many people have to do the same. So please no bus lanes on Abbey Lane please.</p>
<p><b>99</b></p>	<p>This is one of the most ludicrous suggestions I have had the displeasure of reading. Frankly the word improvement is being abused in the title of the literature that you have sent out and you should at least be honest and replace the word 'improvement' with what these suggestion are for the majority of the population of Leicester – regression.</p> <p>You state that the aim of this is to improve the public (can the bus services in Leicester be defined as public when they are ran privately?) transport more reliable and while this goal may be achieved by closing down a whole lane of traffic it seems detrimental to the rest of the aims you are setting out. It also seems fairly pointless to create lanes that will be barely used as the bus service at best runs a bus every 10 minutes along the majority of the areas indicated and even if all 4 services manage to send their buses along it at the same time its going see minimal use.</p> <p>However, the proposals you put forward will limit the space available to cars on both Abbey Lane and St. Margaret's in half. Meaning that the congestion will double. The consequence of which will, surely then, mean that people will end up sat in traffic for twice the length of time they normally would with the car engine running increasing the amount of pollution and adding the climate emergency and further damaging the air quality. Thus rendering the majority of positive's in the literature received damning negatives and harmful.</p> <p>It is a lofty aim to encourage people to use public transport more but frankly it's not going to happen. We will continue to use cars, because we don't want to get on a bus with other people, using the car is more convenient - we don't have to wait for the car to arrive in varying degrees of inclement weather, we are already paying; insurance and road tax for the car, so we don't really fancy spending more money to catch an incredibly overpriced bus to get us nearly to our destination. If you bothered to survey people about why they don't use the cities current public transport whilst unreliability would surely be point it is equally fair to say that certain</p>

	<p>areas of the city being uncatered for would come up as a reason, the prices being absolutely mindboggling (this would almost certainly top the list), and cars being more convenient would all top the lack of bus lanes in the city as being reasons why the public transport system being unused.</p> <p>I can't imagine that any business operating in Leicester can be particularly amused by the concept of one of the main routes into the city being hamstrung, thus limiting the cities attraction to people outside of Leicester coming to visit or shop has the economic implications of reduced tourism been considered, or are we to assume that the frankly pointless park and ride services are going to see a dramatic up-turn in use?</p> <p>Please do not waste money on this scheme. If you want to improve this city look to spend the money on repairing roads, widening roads where possible to ease congestion and improve the flow of traffic. Perhaps invest the vast sums of money you intend into this to encourage people to by eco-friendly cars as soon as they can with support schemes, or adding more charge points to the city so people don't feel like they could be caught out if they can't find a place to charge their vehicle.</p> <p>The road improvements you completed earlier this year reduced congestion and allowed traffic to move more efficiently (even while you are working on the 5-ways junction) this is to be commended. Please leave it be now.</p> <p>You may not have had a massive response to this proposed work, you may have done. I don't know, but please either stop this because people clearly don't want it or put it to a referendum as it will have huge impacts on peoples daily lives and livelihoods.</p>
<p><b>100</b></p>	<p>Hope you're well. I'm just emailing to raise concerns around the proposed works on abbey lane.</p> <p>Would you be able to tell me what consultation process has been followed with members of the public? Implementing a permanent bus lane without any driving stipulations in for cars, and a 1 lane to drive in will create congestion on the road and surrounding areas.</p> <p>It will also increase the air pollution in the area so will you be able to tell me what you're going to do to combat this?</p> <p>I look forward to hearing from you,</p>

**101**

I have read the proposed A6 improvement works leaflet and I would like to email you with my thoughts and concerns.

To start with, I would not call it improvement works as I see no real benefit or value to the whole scheme. I have been living on Sudeley Avenue for past 47 years and Abbey Lane has never had issues with traffic for normal public cars or public transport.

There only major issue in recent years has been due to the addition of traffic lights at the junction of Byford Road to Abbey Lane which has severely slowed the traffic flow on Abbey Lane.

Totally unnecessary lights are installed at intersection of Abbey Lane crossroads with Byford Way /Pioneer Close and the sequence of the lights on that section is appalling. Does any road planning team ever visit the site to see how badly its managed? I pass through this junction multiple times a day and I am often frustrated by how much unnecessary congestion is caused by the sequencing.

Secondly, the I disagree with the statement of cleaning the environment by creating a bus lane on Abbey Lane. Doing so is going to cause massive congestion for normal traffic which in turn will create more air pollution in the area. Buses are able to go down Abbey Lane with no issues for as many years as I have been here. They follow the flow on the traffic and as mentioned above, the delays are often caused by the traffic light sequencing.

When and what research was carried out to come to the conclusion of the so called improvement of A6 is needed?

No one has ever asked of the opinion of the residents around Abbey Lane so how was this plan achieved. Was this plan made during the major road works on Abbey Park Road? Obviously this would have caused delays but with Abbey Park Road open again this should not now be the case.

It is common sense that to improve traffic flow you need more roads and this causes less air pollution. Restrict the flow and in return you create more pollution. Leicester is well known for number of unnecessary traffic lights dotted around city causing unnecessary traffic and hence creating pollution. This should be a priority and would help with traffic flow and save the unnecessary spending of tax payers money.

I use the bus on Abbey lane and find it running normal with no issues of it being in any way delayed during any time of day or night so see no real benefit of creating bus lanes. Its totally waste of public money.

The money can be better spent repairing all the pot holes and city roads which are in poor state.

I am totally opposed to the whole scheme and should be scrapped.

<p><b>102</b></p>	<p>I object to the proposals made for introducing bus lanes on Abbey Lane.</p> <p>It will lead to greater pollution caused by slow moving traffic, which will adversely effect the health of all of us that live in the vicinity.</p> <p>there was no evidence given on how much quicker journeys would be for the buses as they will have many cars who have to turn left and entering the bus lanes</p> <p>Given current daily traffic flows there is no justification for the bus lanes</p> <p>Cycle lanes can be introduced on the wide footpaths as well as the cycle lanes inside Abbey Park and surrounding area</p> <p>the money could be spent on projects more worthy than this</p>
<p><b>103</b></p>	<p>I object to the proposals made for introducing bus lanes on Abbey Lane.</p> <p>It will lead to greater pollution caused by slow moving traffic, which will adversely effect the health of all of us that live in the vicinity. Has there been any evidence or investigation in to the increased pollution levels in this valley caused by longer stationary vehicles caused by car traffic jams. If so please publish your findings. Do not put our health at increased risk to meet other council targets.</p> <p>there was no evidence given on how much quicker journeys would be for the buses as they will have many cars who have to turn left and entering the bus lanes</p> <p>Given current daily traffic flows there is no justification for the bus lanes. On most days traffic on both lanes work smoothly and buses are not delayed. Why not do a survey. We have not seen excessive delays for traffic along both sides of the road, other than that caused by accidents.</p> <p>Cycle lanes can be introduced on the wide footpaths as well as the cycle lanes inside Abbey Park and surrounding area</p> <p>the money could be spent on projects more worthy than this</p> <p>The cost/benefit does not measure up</p>
<p><b>104</b></p>	<p>As a resident of Abbey Lane, I have been made aware of the upcoming road improvement project, and while I understand the necessity for enhancing the infrastructure, I strongly believe that the proposed bus lane will have adverse effects on the traffic flow and overall congestion in the area.</p> <p>Yesterday evening, at approximately 6:30 pm, I experienced significant congestion while traveling from the Red Hill roundabout. The traffic queue extended all the way back to the Greggs shop, primarily due to ongoing construction near the Nissan dealer on Abbey Lane, where one lane was closed. This incident raised serious concerns about the potential traffic situation during peak hours once the bus lane is implemented.</p> <p>Moreover, the proposed bus lane would negatively impact my ability to access my residence efficiently. Currently, when I approach from the Red Hill roundabout, I am required to make a U-turn just before Exploration Drive to reach my house. Regrettably, this often results in delays due to the oncoming traffic, and if one lane is allocated for the bus lane, it will further exacerbate the problem, causing</p>

	<p>unnecessary waiting for the cars using the outer lane.</p> <p>Based on my observations, such traffic delays have occurred on multiple occasions, leading to significant traffic jams and inconvenience for commuters in the area. It is my sincere request that the implementation of the bus lane from Exploration Drive to Beaumont Leys Lane be reconsidered and avoided altogether.</p> <p>In conclusion, I urgently appeal for a thorough reassessment of the proposed road improvement plan and a meticulous consideration of alternative measures that would alleviate congestion without causing further disruptions to traffic flow. I firmly believe that a collaborative approach between the concerned authorities and the community would lead to a more effective and sustainable solution.</p> <p>Thank you for your attention to this matter. I trust that you will take my complaint seriously and take appropriate action in response to these pressing concerns.</p>
<b>105</b>	<p>On a positive note, I do support the concept of a red zone where stopping is prohibited, as long as it is strictly enforced. I also agree with the implementation of a 30 MPH speed limit, given the increase in junctions and traffic lights in recent years. It is disheartening to witness vehicles racing from one stoppage to another without any tangible benefits.</p> <p>This could be done now given the accidents and deaths along this road.</p>