

Executive Decision Report

Connecting Leicester – London Road Improvement Scheme

Decision to be taken by: City Mayor
Decision to be taken on: 25th June 2018
Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Castle and Stoneygate
- Report author: Satbir Kaur
- Author contact details: Satbir.kaur@leicester.gov.uk
0116 454 2855
- Report version number: 2.0

1. Summary

The purpose of this report is to approve commencement of the construction phase of the London Road highway improvement scheme following extensive consultation with stakeholders and the general public. Following consideration of responses, designs have now been finalised and construction is currently programmed to be from late Summer 2018 to Summer 2019.

Authority is also sought for the introduction of controls in the area outside the Railway Station with enforcement cameras.

2. Recommendations

The City Mayor is requested to approve:

1. Commencement of the London Road highway improvement scheme, at an estimated cost of £3.9m, to be met from funds set aside within the approved capital programme and expected to be received from the ERDF; and
2. Control of the area outside the Railway Station with bus stop clearway and bus lane enforcement cameras at an estimated cost of £30k, to be funded by bus lane enforcement income and to be added to the capital programme

3. Supporting information including options considered:

The London Road improvement scheme seeks to introduce improvements on London Road between Granby Street and Victoria Park Road, with the aim of enhancing connectivity between the city centre and south of the city for pedestrians and cyclists.

Consultation and scheme development

Following discussions with internal stakeholders the following concept options were developed between April 2015 and May 2017:

- Option A: segregated off carriageway cycle facilities requiring the footways to be built out in several locations.
- Option B: segregated cycle routes on the carriageway using wands to separate the route from the traffic and existing parking bays.
- Option C: a combination of off carriageway and on carriageway segregated cycling routes.

- Option D: Two way cycleway, off carriageway, outbound.
- Option E: Two way cycleway, off carriageway, inbound.
- Option F: Segregated two way cycleway/footway on the central reserve

These options were subject to detailed internal and external consultation with stakeholders. The decision was made to progress with Option C - one way cycleways on the inbound and outbound carriageways using a combination of on and off carriageway facilities. This option provided better access for east/west cycle movements and minimises the need to alter pavement widths.

Further Internal and external stakeholder engagement exercises took place on the preferred concept in August/September 2017 and a public consultation exercise was held from 11th October to 10th November 2017. Officers held three public exhibitions on the 19th, 24th and 25th October which were attended by a total of 113 people. 147 responses were received from members of the public and community groups either via letter or email, 64% of the responses were supportive of the scheme, while 8% stated that they did not support the scheme. The remaining 26% of respondents did not specify whether or not they supported the scheme. The consultation report is attached as Appendix A for information.

Following the consultation exercise where 25% of the written responses raised concerns regarding the removal of trees on Victoria Park an alternative design has been developed with alternative construction methods which seeks to minimise the loss of trees.

Leicester Rail Station Frontage

Two potential options for the section of London Road in front of Leicester Rail Station were put forward for consultation:

- Option 1: a bus only route in front of the station including bus stops,
- Option 2: a car passenger drop off area outside the station, with the bus stops moved south of Conduit Street.

Option 1 was the preferred option from the consultation process and is the option proposed for implementation as part of this scheme.

Officers have looked at detailed options for controlling the bus only route in front of the Rail Station and propose bus stop clearway enforcement on the bus stop adjacent to Station Street using existing cameras. Further south towards Conduit Street it is proposed a bus lane camera is deployed and that the bus lane will not exempt hackney carriages and cycles. The proposals will be implemented to enhance safety of all road users outside the station.

Officers have looked at options for a car drop off and pick up on Station Street and these and other alternatives are being considered with Network Rail.

Final design proposals

The key features of the final design proposed for implementation include:

- The removal of the outbound bus lane and alteration of the existing

carriageway to allow the creation of improved footways and new cycle lanes.

- Segregated one way cycle tracks on each side of London Road from Granby Street to a new crossing to the south of the Evington Road/Granville Road junction.
- A two way cycle track alongside London Road within Victoria Park to link with existing facilities on Victoria Park Road.
- The introduction of new and improved signalised crossing points.
- The raising of the carriageway to pavement level on side roads to improve safety for pedestrians and cyclists.
- The retention of sections of the current on road off peak pay and display parking.
- Bus only route in front of the station with associated camera enforcement

The final scheme designs, subject to detailed amendment, are shown in Appendix B

4. Details of Scrutiny

The scheme has been subject to extensive public and stakeholder consultation.

The options were discussed with ward councillors on 19th January 2017 and final proposals were presented to them on 17th August 2017. A separate session to discuss the traffic regulation orders was held with ward councillors on 21st March 2018.

The scheme proposals were presented to the Economic Development, Transport and Tourism Scrutiny Commission on 10th August 2017

The scheme has been subject to a detailed Healthy Streets Audit by Brian Deegan, acting as independent scheme advisor to the Council and formerly advisor to Transport for London. The final detailed designs have incorporated improvements arising from the audit.

5. Financial, legal and other implications

5.1 Financial implications

The approved capital programme (immediate starts) includes funding for Connecting Leicester Cycleway Schemes. This includes the London Road improvement scheme as described in this report which is expected to cost £3.9m, to be funded by £2.675m of Council funds and £1.225m expected to be received from the European Regional Development Fund. The result of the bid for EU funds is awaited, and should this not be successful then the implications for this scheme and the wider plans will be

reviewed.

The proposed control of the area outside the Railway Station with bus stop clearway and bus lane enforcement cameras is expected to cost £30k, to be funded by bus lane enforcement income.

– Colin Sharpe, Head of Finance, ext. 37 4081.

5.2 Legal implications

No legal implications arise in principle from the programme. Officers working on schemes may seek specific legal advice on the statutory procedures that are required to be followed before the cycle improvement scheme is implemented.

Sukhdeep Kaur, Commercial Solicitor, ext 37 2680

5.3 Climate Change and Carbon Reduction implications

Based on Government estimates, transport in Leicester generated 334,000 tonnes of carbon dioxide in 2015 (the most recent figures available), and accounted for 23% of the city's total carbon footprint. To meet the council's target of halving Leicester's emissions by 2025, sustainable, low emissions modes of travel including walking and cycling will need to substantially increase their share of journeys. The proposals in the report represent an important element of an enhanced network for walking and cycling in the city, which is necessary to support this increased modal share.

Of the two options presented in the report with respect to the Victoria Park stretch of the route, the option involving reduced tree removal would have advantages in maintaining carbon storage. With either option, the replacement of any removed trees at another location would, when the new trees become mature, offset the loss of carbon storage.

Duncan Bell, Senior Environmental Consultant. Ext 37 2249.

5.4 Equalities Implications

An equality impact assessment has been carried out on the scheme. Consultation on the scheme incorporated a Healthy Streets check which considers the impact of street design on the most vulnerable groups. Results of the healthy streets check and comments from the consultation have been incorporated into the approved design. The healthy streets check and consultation demonstrated that a continuous segregated cycle route with a full height kerb was beneficial to more than one group with protected characteristics. Where it has been necessary to include small areas of shared use appropriate guidelines will be followed.

5.5 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

N/A

6. Background information and other papers:

7. Summary of appendices:

Appendix A - London Rd Improvement Scheme Consultation report

Appendix B – London Road General arrangement drawings (subject to detailed technical amendment)

8. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

9. Is this a “key decision”?

Yes

10. If a key decision please explain reason

Scheme in excess of £1m capital expenditure and has significant impact on two wards