

# Executive Decision Report

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## Putney Road Project

Decision to be taken by: City Mayor

Decision to be taken on: 5 October 2018

Lead director: Andrew L Smith

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**City Mayor**

## Useful information

- Ward(s) affected: Saffron, Castle, Aylestone
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- Report version number: v1

## 1. Summary

The purpose of this report is to seek approval from the City Mayor to construct the Putney Road Project. This includes work at the junction of Aylestone Road/Saffron Lane, and along Putney Road West and Commercial Square.

## 2. Recommendations

2.1 The City Mayor is recommended to:

- i. approve construction of the Putney Road highway infrastructure improvements, within the city boundary, as detailed in the report.
- ii. note that the funding for the scheme will come from the National Productivity Investment Fund together with contributions from the City Council, as included in the approved capital programme.

## 3. Supporting information including options considered:

### Background

3.1. In the 2016 Autumn Statement, the Government announced the creation of the National Productivity Investment Fund (NPIF) – The Secretary of State for Transport later indicated that £1.1bn would be available for investment in local roads.

The purpose of the NPIF is to remove barriers to productivity in the local economy, particularly congestion on the highway network.

In October 2017 it was announced that the Council had been successful in its bid for the Putney Road project.

3.2. The scope of the scheme includes connecting Putney Road West onto Aylestone Road, including a significant redesign of the Aylestone Road/Saffron Lane junction, and works along Putney Road West and Commercial Square to make it a suitable link between Aylestone Road and Welford Road.

3.3. The objectives of the project are to:

- a) Improve access for local residents, businesses and education institutions;
- b) Reduce congestion and improve air quality on the central ring road and the

surrounding area;

- c) Include appropriate facilities for walkers and cyclists along the length of Putney Road, making it easier for people to use sustainable modes of transport;
- d) Support development opportunities for the Freeman's Common industrial estate.

### **Consultation**

- 3.4. A consultation exercise relating to the scheme was undertaken in February/March 2018. 3,500 leaflets were distributed to properties in the area, a press release was issued and there were multiple drop-in exhibitions. Residents and businesses were able to respond via an online consultation, email or paper forms.
- 3.5. From the consultation, 291 responses were received. 25.4% of the responses supported the scheme, while 60.1% opposed it.
- 3.6. The main concerns raised were with increased traffic on Victoria Park Road and the potential for this to impact on the Clarendon Park area. City Council responses to the issues raised in the consultation are contained in Appendix 1 to this report.
- 3.7. An analysis of the public consultation can be found at:  
<https://consultations.leicester.gov.uk/communications/putney-road-link/>.

### **Scheme design**

- 3.8. The current plans of the proposed scheme are shown at Appendix A. These will be subject to detailed amendment as the construction level plans are prepared.
- 3.9. Putney Road will be joined onto the junction of Aylestone Road/Saffron Lane, with the whole junction being redesigned to accommodate the movement to and from Putney Road. The crossings will be aligned to make travel as direct as possible for walkers and cyclists.
- 3.10. Works will also be undertaken across Putney Road West and Commercial Square in order to make the road appropriate for two way through traffic.
- 3.11. While the construction work will be located wholly within Saffron ward, the impacts of the scheme will extend to the neighbouring Castle and Aylestone wards as traffic on the A and B Roads in the area will see some redistribution.

### **Project Funding and Value for Money**

- 3.12. The estimated total project cost is £4.9m. £3.43m will be funded by the National Productivity Investment Fund, with the remaining cost (£1.47m) being funded through the City Council's approved capital programme.
- 3.13. The scheme business case was submitted to the DfT in June 2017 and approved in October 2017. The business case estimated benefits of £15m to the city over 60 years because of shorter journeys times and better connectivity.

This puts the benefit cost ratio of the scheme firmly in the DfT 'high' category.

### **Project Programme**

3.14. Construction of the scheme will begin in early 2019, subject to detailed traffic management considerations, taking into account other planned works in the city.

## **4. Details of Scrutiny**

3.15. The Putney Road scheme and results of the public and stakeholder consultation were presented at the Economic Development Transport and Tourism Scrutiny Commission on 12<sup>th</sup> July 2018.

3.16. The Commission endorsed proceeding to the next phase of delivery of the scheme.

## **5. Financial, legal and other implications**

### **5.1 Financial implications**

5.1.1 The Putney Road project is in the City Council's Capital Programme for 18/19 to 19/20 as an immediate start with an allocated total of £4.90m. It is part funded by the Department for Transport's National Productivity Fund (£3.43m).

*David Hall, Accountant, CDN Finance, 37 4086*

### **5.2 Legal implications**

5.2.1 This report seeks approval from the City Mayor in respect of the construction of the Putney Road infrastructure improvements as set out in the report.

5.2.2 Subject to the approvals sought within this report, instructing officers have advised that the Council propose to engage a construction contractor using the Midlands Highways Alliance (MHA) Medium Schemes Framework (MSF3).

5.2.3 Subject to the above, once a contractor is selected, any contractor engagement will be subject to the parties agreeing written terms under a construction contract. The terms of this contract will also need to step down any NPIF funding conditions as appropriate.

5.2.4 It should also be noted that pursuant to a call-off under the MHA's Professional Services Partnership Framework, the Council are in an advanced stage of discussions with a consultant contractor on detailed design and contract management in respect of the Putney Road scheme and hope to finalise terms with the consultants very shortly.

*Nilesh Tanna, Solicitor (Commercial, Property and Planning), 37 1434*

5.2.5 The Council has general powers to undertake improvements to the highway

(including widening and dedication of highways) pursuant to its powers contained in Sections 62 (2) and 72 of the Highways Act 1980 (as amended). Specific powers in respect of works for the variation of carriageways and other works and contained in Part V of the Act. In considering the use of these powers and scheme proposals generally, the Council and officers will need to have regard to the requirements of the current statutory guidance published by the Department for Transport relating to the design, procurement and construction of highway works. Compensation may be payable to owners affected by or being able to demonstrate loss due to highway improvements if entitled under the relevant provisions of the Act.

- 5.2.6. Traffic Regulation Orders are required as part of the scheme and the statutory procedures will be followed and the outcomes of consultation have already been reported separately. The Council has powers to introduce traffic regulation orders under the Road Traffic Regulation Act 1984 and in accordance with Regulations. Officers have completed the statutory consultation requirements as required. Officers will need to have given due regard to the requirements of s.122 of the Act in respect of ensuring the safe and expeditious movement of traffic in making the proposals outlined in this Report. The Council should also ensure that it has the necessary consents and approvals in place (including where necessary any planning permission required) in order to progress the scheme, and with regard to any works to trees, to ensure these are carried out in compliance with its established policy on tree protection and works.

*John McIvor, Principal Lawyer, 37 1409*

### 5.3 Climate Change and Carbon Reduction implications

5.3.1 The planned changes to the road layout aim to improve traffic flow, decreasing waiting times and journey distance for motorists. The modelling that has been provided alongside this report predicts an annual reduction in transport emissions of 340 tonnes of CO<sub>2</sub> as a result of these measures.

5.3.2 In addition, the planned works to improve the road layout for walking and cycling could also contribute to a reduction in transport emissions. Road improvements should aim to facilitate walking and cycling where possible to increase this impact.

*Aidan Davis, Sustainability Officer, 37 2284*

### 5.4 Equalities Implications

5.4.1 When making decisions, the Council must comply with the Public Sector Equality Duty (PSED) (Equality Act 2010) by paying due regard, when carrying out their functions, to the need to eliminate discrimination, advance equality of opportunity and foster good relations between people who share a 'protected

characteristic' and those who do not.

- 5.4.2 Decision makers need to be clear about any equalities implications of the proposed changes. In order to consider the likely impact on those likely to be affected by the recommendation and their protected characteristics.
- 5.4.3 Protected groups under the Equality Act are age, disability, gender re-assignment, pregnancy/maternity, race, religion or belief, sex and sexual orientation.
- 5.4.4 As with any changes to infrastructure and the layout of the city/ road networks, it is important to adhere to inclusive design principles to avoid any potential for unintended negative impacts for some users, particularly where there are changes to pedestrian crossings, footpaths and kerbs. These issues must be considered in the decisions that are made in planning for the changes.
- 5.4.5 An equalities impact assessment is being conducted and iterations of this should continue to be active throughout the process; this explores the equality impacts of the proposal in more detail. Consultation that has taken place should be used to help to inform the impact assessment. The Equality Impact Assessment process should continue to be used as a tool to aid consideration around whether we are meeting the aims of the Public Sector Equality.
- 5.4.6 Provided that accessibility is a key consideration in the planning process, it is likely that the proposed construction within the Putney Road Project that include work at the junction of Aylestone Road/Saffron Lane, and along Putney Road West and Commercial Square should achieve the objectives set out in this report and will have a positive impact across all protected characteristics with some specific benefits for users with the protected characteristics of age and disability.

*Surinder Singh, Equalities Officer, 37 4148*

## 5.5 Other Implications:

None.

## 6. **Background information and other papers:**

None

## 7. Summary of appendices:

Appendix 1 – responses to issued raised in the consultation.

## 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**

The project has a capital value of over £1m and will involve significant works to be implemented which will impact multiple wards.

## Appendix 1: Responses to the issues raised in the consultation

Issue raised	LCC response
<p>The scheme will increase traffic on Victoria Park Road. Victoria Park Road is already congested at the moment and is unable to take any additional traffic. Traffic in the area will be encouraged to use the roads in Clarendon Park as rat runs.</p>	<p>Victoria Park Road is already a major orbital route for journeys between London Road and Welford Road, has a width capable of carrying large volumes of traffic, has a high capacity junctions at either end, and the properties are reasonably set back from the carriageway. While the Putney Road Scheme is likely to increase traffic by 10-15% on Victoria Park Road, because of the nature of the road the impact will be manageable. Traffic volumes on Victoria Park Road will be closely monitored before and after the scheme.</p> <p>An increase in traffic using Clarendon Park as a rat run is undesirable, although modelling suggests the impact on this area will be neutral. Traffic using the area will be monitored before and after the scheme to establish if there are negative impacts and if mitigation is required.</p>
<p>The scheme will have a detrimental impact on air quality in the city/where I live.</p>	<p>The scheme will have an overall positive impact on air quality in this part of the city, as the creation of shorter, easier routes for vehicles will reduce vehicle travel time.</p>
<p>The scheme will increase traffic in the area, making congestion worse.</p>	<p>The scheme will redistribute existing trips in the area, and overall will relieve congestion in the city by creating more route choice and shorter journeys. The new junction will be designed to robustly handle the predicted traffic. Again, monitoring will be undertaken to measure traffic volumes.</p>
<p>The scheme is linked to the Council's plan to link Aylestone Road and Narborough Road by building a bridge across Aylestone Meadows. This will have a hugely negative impact on the area and Victoria Park Road.</p>	<p>The scheme provides benefits to the highway network independent of any other highway scheme as demonstrated by the modelling.</p>
<p>The Council should be implementing schemes that discourage car use and encourage walking, cycling, and public transport.</p>	<p>The Council is taking a balanced approach for improving transport in the city. The Council has a linked second NPIF funded project which will improve public transport services.</p>
<p>The scheme has a negative impact on cycling and walking facilities.</p>	<p>The scheme will generally improve movements for walkers and cyclists.</p>
<p>The scheme requires the felling of a large number of mature trees. This will make the impact of air pollution even worse.</p>	<p>The loss of trees has been minimised in the design of the scheme. Trees will be replanted in mitigation on a two for one basis.</p>