


**Putney Road scheme**

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Consultation update

EDTT Scrutiny




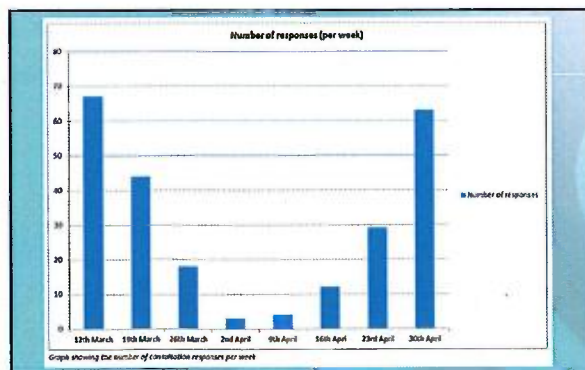

**Publicity and events**

- 2<sup>nd</sup> March – 29<sup>th</sup> April (8 weeks)
- c.3,500 leaflets distributed, 111 letters sent to businesses around Commercial Sq.
- 4 drop-in exhibitions in Saffron/Commercial Sq./Clarendon Park – mixture of daytime and evenings
- Permanent display at Aylestone Leisure Centre (staffed two hours per week)
- Castle Ward meetings 21<sup>st</sup> Nov & 13<sup>th</sup> Feb
- Saffron Ward meeting 8<sup>th</sup> March




**Response**

- 291 responses in total, mainly through the online consultation
- Exhibitions had low attendance, including Clarendon Park (10 people)
- 25.4% positive, 60.1% negative, 14.4% neutral/balanced
- Clear themes in the responses
- Castle Ward meeting strongly opposed, Saffron Ward strongly in favour


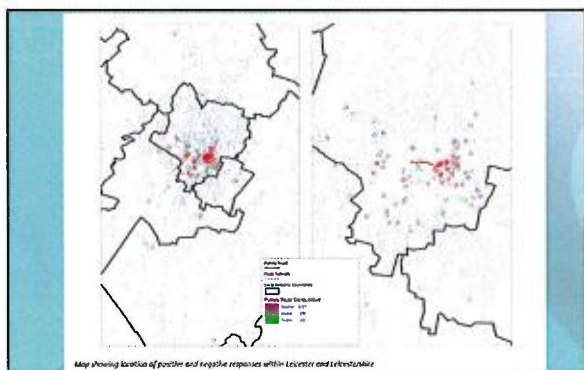
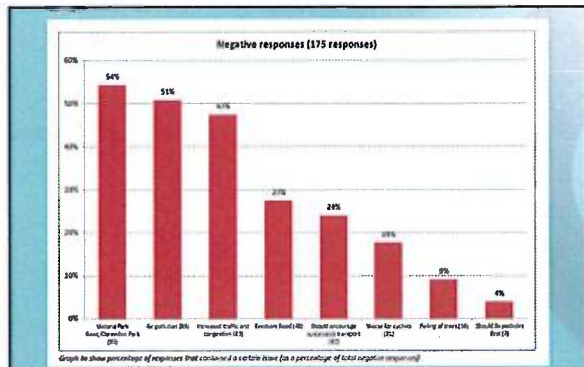
**For**

- Reduce congestion
- Easier journeys
- Improve travel time
- Respondents focused on how it might affect their existing journeys




### Against

- Increased traffic on Victoria Park Road – worried about impact on Clarendon Park
- Increased traffic levels and pollution in the area
- Possible link to Evesham Road
- LCC should encourage sustainable transport
- 'Putney Road Say No' campaign
- Respondents focused on how it might affect the local area


### Victoria Park Rd/Clarendon Park concerns

- Victoria Park Road currently designated a B Road and used as an orbital route
- Expected to take through traffic
- Off carriageway cycle lanes, and several signalised crossing points
- Predicted moderate increase will remove traffic from more residential streets and provide shorter journeys
- Impact on Clarendon Park to be monitored and, if necessary, action taken




### Air Pollution concerns

- Increase in emissions at the junctions
- Overall benefit to city emission levels from shorter routes and less congestion



### Traffic concerns

- Increase in traffic on Putney Road, but creates benefits on other parts of the network
- Journeys redistributed from other routes
- Less traffic on residential routes
- Junctions designed to manage high volumes of traffic



### Evesham Rd concerns

- Putney Rd scheme provides benefits independent of other highway schemes
- Evesham Rd is part of the Local Plan process
- Benefits/impacts yet to be quantitatively investigated
- Likely to be debated at Full Council in the Autumn



### Sustainable Transport concerns

- Council has to take a balanced approach to transport improvements
- Scheme does benefit cars, but reduced congestion will benefit other users
- Council delivering a programme of NPIF-funded bus pinch point schemes
- Scheme does interrupt a well used cycle route – junction being designed to reduce the impact on cyclists



### Scheme Benefits

- Increases in traffic are manageable
- Redistributes existing journeys, reducing pressure on key parts of the network
- Provides benefits independent of other schemes



### Scheme Benefits – shorter journeys

- Redistribution of existing trips being made
- More sensible, shorter east-west routes
- Less congestion on surrounding roads
- Less pollution
- Less traffic using residential streets



### Scheme Benefits – improved access

- Access to
  - developments
  - education institutions
  - M1
- More resilient network
- Increased attractiveness for development



### Next Steps – monitoring strategy

- Outline study for “before and after” data
- Highlight areas where the Council would want to note, monitor, and action results





**Next Steps – monitoring strategy**

- Traffic flows along roads and streets, including residential areas
- Pedestrian and cycle figures
- Pollution modelling



**Next Steps – Design**

- Complete design
- Develop cycle routing
- Work with UoL regarding the Freemans Park development
- Engage contractor

