

Leicester
City Council

**WARDS AFFECTED:
Saffron
Castle**

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

9 December 2020

**THE LEICESTER (CONSOLIDATION) TRAFFIC REGULATION ORDER 2006
(AYLESTONE ROAD, COMMERCIAL SQUARE, FREEMENS COMMON ROAD,
PUTNEY ROAD, PUTNEY ROAD WEST, SAFFRON LANE) (AMENDMENT) ORDER
(No. 295) 2020**

1. Purpose of Report

- 1.1 To enable the Committee 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.

2. Summary

- 2.1 The Council is undertaking work to connect Putney Road West onto the junction of Aylestone Road and Saffron Lane. Putney Road, Commercial Square, and Putney Road West will now form a two-way orbital route between Welford Road (A5199) and Aylestone Road (A426).
- 2.2 The City Council is seeking authority to implement waiting and loading restrictions along multiple roads, to lift the one-way order on part of Commercial Square, and to prohibit U turns at the new junction with Aylestone Road.
- 2.3 Part of the existing route, comprising of Commercial Square, is one-way. It is proposed to remove this restriction to make the road two-way. There are lengths of Putney Road West to which waiting and loading restrictions are proposed to be applied to help enable the flow of traffic, for safety and for preserving the amenities of the road by preventing parking on footways and cycle routes included in the scheme. Thirdly, it is proposed to prohibit U turns at the new junction. This is a standard safety feature at signal-controlled junctions.
- 2.4 When the TRO proposals were formally advertised four objections were received. Written replies were sent to objectors and meeting was held with three of the objectors. Officers explained to the objectors the reasons for

proposing the scheme and asked the objectors to reconsider their objections in light of the information given. None of the objections have been withdrawn.

3. Recommendations

3.1 It is recommended that:

- (1) the members of the Committee give their views for the Director of Planning, Development and Transportation to take into account when considering whether or not to make the proposed Traffic Regulation Order.

4. Background

4.1 The Council applied to the National Productivity Investment Fund (NPIF) in 2017 for funds to construct a new junction on Aylestone Road with Putney Road West for the purpose of linking Aylestone and Welford Road. The Leicester and Leicestershire integrated Transport Model (LLITM) showed significant benefit and the scheme was widely supported by local establishments, including the University of Leicester, Leicester City Football Club and Leicester Tigers RUFC. The Department for Transport reviewed the business case submitted to the NPIF and approved the scheme for funding.

4.2 The scheme has subsequently been designed and requires traffic regulations to assist the management of traffic, to enable traffic to flow both ways along Putney Road, to prevent parking, and for road safety.

4.3 Due to the changed nature of the roads, it is therefore proposed that a Traffic Regulation Order should be implemented on the following grounds:

- a) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- b) For preserving or improving the amenities of the area through which the road runs; and
- c) 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.

4.4 Putney Road, Commercial Square, and Putney Road West:

4.4.1 This length of road will now carry two-way traffic between Aylestone Road and Welford Road. In view of the proposed changes to the roads, several new restrictions are proposed.

4.4.2 To facilitate the passage of traffic it is proposed to revoke the one-way restriction on Commercial Square (Northern Carriageway). This will allow vehicles to pass along the road without the need to go around the circulatory one-way system.

- 4.4.3 To facilitate the passage of traffic and to preserve the amenities of the area, it is proposed to strengthen existing restrictions to prohibit waiting at any time, and loading and unloading between 7.30am and 9.30am and between 4.00pm and 6.00pm Monday to Friday along the length of Putney Road, Commercial Square (Northern Carriageway), and Putney Road West. This will ensure that parking and loading is regulated on the route to facilitate passage of traffic. These restrictions will also be to protect the new off-carriageway segregated cycle lane from obstruction.
- 4.4.4 To facilitate the passage of traffic and to avoid danger, it is proposed to prohibit waiting and loading and unloading at any time within 15 metres of the junctions along the length of the road. This will prevent waiting or loading vehicles from obstructing visibility at the junctions.
- 4.5 Aylestone Road and Saffron Lane:
- 4.5.1 The new junction will have four arms. In view of the proposed changes to the roads, several new restrictions are proposed.
- 4.5.2 To facilitate the passage of traffic and avoid danger, it is proposed to prohibit waiting and loading and unloading at any time within 15 metres of the junction. This will prevent waiting or loading vehicles from obstructing visibility at the junctions.
- 4.5.3 To facilitate the passage of traffic and avoid danger, manoeuvre restrictions are also proposed on all arms of the junction. Prohibition of U turns are proposed on all arms to prevent conflicts with other traffic, signal-controlled vehicle, or pedestrian movements. Right turn prohibitions are proposed from Saffron Lane into Putney Road West and from Putney Road West into Aylestone Road to maintain safe and efficient traffic signal control.
- 4.6 The TRO was advertised on 10 August 2020 and four objections against the proposals were received. Issues were raised around the modelling of the scheme and the interpretation of results, the nature of the new link road created by the scheme, the Council's strategic intentions, the loss of parking, loading restrictions, the design of cycle ways and footways, and the capacity of junctions.
- 4.7 The Council has tried to resolve the issues raised by the objectors. This includes written communication and a meeting with Objectors B, C and D. None of the objections have been withdrawn and therefore four unresolved objections remain. The objections are discussed below and presented in full in Appendix C.
- 4.8 The proposal showing the waiting, loading and U turn restrictions can be seen on the plan in Appendix A – PDT/C301696/TR(01).
- 4.9 The proposed TRO is to amend the existing 2006 Consolidation Order and the proposed schedule is shown in Appendix B.

- 4.10 The formal purpose of the proposed TRO is to facilitate the passage of traffic (including pedestrians and cyclists), for avoiding danger to persons or other traffic using the road and to preserve amenity.

5. Consideration of Objections

- 5.1 Each objection is summarised below and is presented in full in Appendix C, along with the reply sent.
- 5.2 Objector A is concerned about the loss of parking along Putney Road West.
- 5.3 Objector B is concerned about the case for and purposes of the scheme to be constructed and as well as loss of parking, fears additional congestion and is concerned about aspects of the design.
- 5.4 Objector C is concerned about the case for the scheme and various aspects of the design of the scheme, the impact on cyclists, as well as loss of parking.
- 5.5 Objector D queried the purpose of the scheme and thinks that conditions will deteriorate for pedestrians and cyclists and that either the scheme will attract traffic and cause congestion at nearby junctions or if the scheme does not attract traffic then it will have failed.
- 5.6 In the meeting with Objectors B, C and D, they explained that they felt that the purpose of the scheme was irrational, that the council's own modelling did not support the scheme, and that the Council's modelling of the scheme was highly unreliable.
- 5.7 In regard to the order advertised they said that they were concerned about the loss of parking on Putney Road West, and that the loading restrictions advertised could be considered too onerous or not onerous enough given that the road would have a dual purpose as a link road and a local access road. Concern too was expressed about cyclists and pedestrians being in closer proximity to vehicles.
- 5.8 It was explained to the objectors that the City Mayor's decision to approve construction of the scheme had been scrutinised by the Economic Development, Transport, and Tourism Scrutiny Commission on 25 October 2018 and approved for construction and that the process now being undertaken was for traffic orders to manage traffic associated with the scheme.
- 5.9 Officers added that the modelling and business case for the scheme – having been carried out using LLITM by the Council's consultants – had a high rate of return on investment resulting from reduced travel time, had been approved and awarded funding by the DfT, scrutinised and approved for construction by the Council and that therefore the Council intends to construct the scheme and that the Order advertised was to manage traffic movements associated with implementing the scheme.

- 5.10 With regard to the effects of the Order advertised, Officers had the following comments:
- 5.11 The loss of unregulated parking (roughly some 50 vehicles per day) is regrettable and no alternative provision can be made by the Council as waiting restrictions are considered necessary to ensure the flow of traffic, to ensure footways and cycle routes are not parked upon and for safety. Loss of parking on Putney Road West was the sole concern of Objector A and there are few similar alternatives. There are some unregulated parking spaces on Ealing Road, Euston Road and Commercial Square and the nearest public car park is on Almond Road. Most businesses in the area have their own car parking and the destination of many of those who park on Putney Road is unknown.
- 5.12 Objectors queried the nature of loading restrictions proposed, suggesting they were contradictory. Objectors B and C asked whether loading should be prohibited, at all times, to serve the purpose of a link road. Officers explained that businesses along Putney have loading facilities within their own properties and loading does not take place on Putney Road. As loading does not take place from the highway and is unlikely then there is little need to make restrictions more onerous than necessary and hence the Council does not propose to prohibit loading along the full length of Putney Road.
- 5.13 Objectors B, C and D queried the capacity of junctions surrounding the scheme as they felt additional congestion would result. Officers explained that the surrounding junctions had been modelled and no adverse effects were found. Further, the scheme redistributes existing traffic more efficiently and does not in itself generate traffic.
- 5.14 It was explained that the modelling of the adjacent junctions included data from adjacent developments in the area. The Council was satisfied that on reviewing the data the junctions would continue to operate within capacity.
- 5.15 It was explained to the objectors that safety auditors had been asked to review the narrow section of highway adjacent to the Leicester Bearing Company where no footway exists. The auditors had found no additional matters of concern. The Council's design creates a 3m cycleway and footway on the south side of Putney Road and whilst the highway is compromised by inadequate existing provision, the Council's design is better overall for cyclists.
- 5.16 Objection A has been addressed through written responses. A meeting was held with Objectors B, C and D to discuss their detailed questions on 29 October 2020. A significant aspect of submission from Objectors B, C, and D centred upon the nature of the scheme, its purpose, and the Council's case for it, which are all matters that the Council has decided. Officers stated that loss of car parking was regrettable but necessary and that the orders were proportional, considered safety and were intended to help enable the flow of traffic.

6. Conclusion

- 6.1 Four objections have been received and officers have engaged with the objectors to explain the purposes of the order and to resolve their concerns.
- 6.2 Members of the committee are requested to give their views to the Director of Planning, Development and Transportation to take into account when considering whether or not to make the proposed Traffic Regulation Order. Committee members should note the proposed orders are intended to manage traffic for a scheme that the Council has decided to construct and the purpose of the orders is to facilitate the flow of traffic, especially between Welford Road and Aylestone Road, to preserve amenity and to help ensure road safety.

7. Financial Implications

- 7.1 The estimated cost of the Traffic Regulation Order is £5,000 to be funded from the approved budget for the Putney Road Project. The project is partly funded by the National Productivity Investment Fund.

The Financial Implications are written and confirmed by

Paresh Radia Dated: 12.11.2020

Paresh Radia, Principal Accountant – Finance

8. Legal Implications

- 8.1 Traffic Regulation Orders are introduced under the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. All aspects of that legislation will be complied with in the making of the Order.
- 8.2 The legislation requires that all objections made and not withdrawn are taken into consideration before an Order is made. All objections received have been taken into consideration in preparation of this report. The requirement for the making of the TRO arises from a planning condition contained in a valid planning permission. If the objection has not been withdrawn or fully acceded to then the objector should be notified in writing of the making of the order within 14 days of making the order and the reasons for the decision.

The Legal Implications are written and confirmed by

John McIvor Dated: 12.11.2020

John McIvor, Principal Lawyer – Legal Services

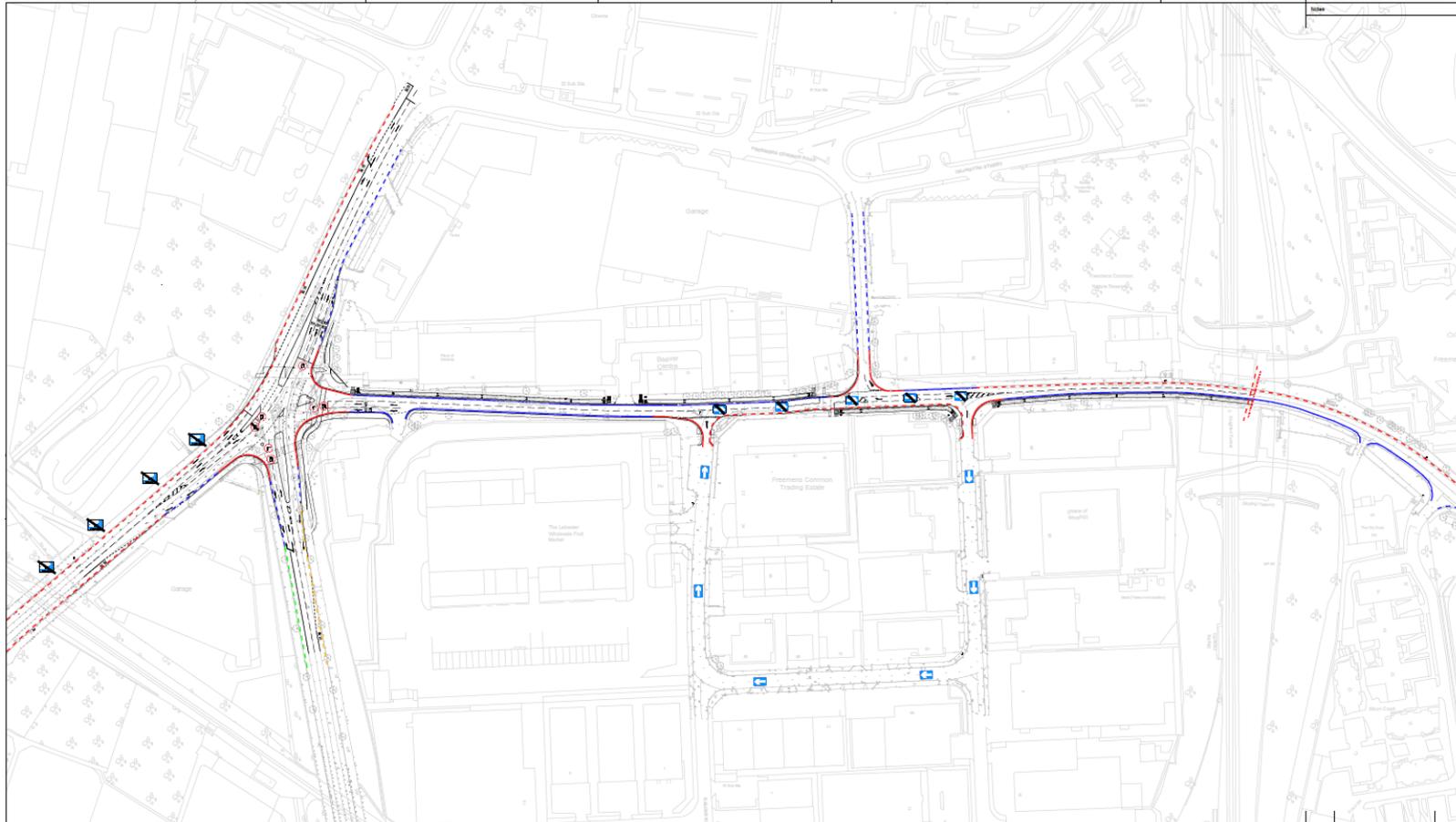
9. Powers of the Director

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

Report Author

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Appendix A – Putney Road Scheme proposed waiting, loading and U turn restrictions - PDT/C301696/TR(01)



<p>Traffic Manoeuvre Restrictions:</p> <p> Existing Part 100 One way</p> <p> Proposed Part 101 No u-turn</p> <p> Proposed Part 102 No right turn</p>		<p> Revocation of existing Part 100</p> <p> Revocation of existing Part 102</p>		<p>Waiting Restrictions:</p> <p> Existing Part 200 No waiting at any time</p> <p> Existing Part 204 No waiting at any time No loading, Mon-Fri 7.30-9.30am or 4.0-6.30pm</p> <p> Proposed Part 200 No waiting at any time</p> <p> Proposed Part 204 No waiting at any time No loading, Mon-Fri 7.30-9.30am or 4.0-6.30pm</p>		<p> Existing Part 222 No waiting, Mon-Fri 7.30-9.30am</p> <p> Existing Part 223 No waiting, Mon-Fri 7.30-9.30am</p>		<p>Bus Restrictions:</p> <p> Revocation of existing bus lane</p>		<p>Notes:</p> <p>The existing one way orders on Commercial Square Eastern, Southern, and Western (intergroup) will be revoked.</p> <p>Services which are left blank are assumed to be unchanged from their existing orders.</p> <p>The drawing should be used for TRO purposes only. The engineering design is not to be taken as final.</p>		<p>Revision Amendment Date</p> <p>Leicester City Council Planning, Development & Transportation</p> <p>CLIENT TRANSPORT STRATEGY & PROGRAMMES</p> <p>TITLE PUTNEY ROAD PROJECT Traffic Regulation Orders Proposed</p> <table border="1"> <thead> <tr> <th>REVISION NO.</th> <th>BY</th> <th>DATE</th> <th>SCALE</th> </tr> </thead> <tbody> <tr> <td>PDT/C301696/TR(01)</td> <td>C</td> <td>1:1000</td> <td></td> </tr> <tr> <td>DESIGNED</td> <td>JK</td> <td>25/07</td> <td>APR 2019</td> </tr> <tr> <td>CHECKED</td> <td>ABD</td> <td>28/07</td> <td>APR 2019</td> </tr> <tr> <td>APPROVED</td> <td>JK</td> <td>01/08</td> <td>2019/08</td> </tr> </tbody> </table>		REVISION NO.	BY	DATE	SCALE	PDT/C301696/TR(01)	C	1:1000		DESIGNED	JK	25/07	APR 2019	CHECKED	ABD	28/07	APR 2019	APPROVED	JK	01/08	2019/08
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Appendix B – Schedule of Street Restriction

Roads are shown in alphabetical order

Proposed amendments are shown in **bold**

AYLESTONE ROAD

- Part 100 One Way Street from The Spur opposite a point 15 metres south of Knighton Street from its junction with Aylestone Road to its junction with Welford Road in that direction.
- Part 100 One Way Street from its junction with Raw Dykes Road to its junction with Infirmary Road in that direction
- Part 102 Prohibited Right Turn from Aylestone Road to Welford Road at the spur opposite a point 130 metres north of Knighton Street
- Part 101 Prohibited U Turn at its junction with Saffron Lane from the south bound carriageway to the north bound carriageway**
- Part 101 Prohibited U Turn at its junction with Saffron Lane from the north bound carriageway to the south bound carriageway**
- Part 111 Prohibition of driving of all vehicles at all times (except emergency service vehicles) at the footway crossing into Leicester Royal Infirmary at a point 75 metres north of its junction with Knighton Street

North-west Side

- Part 204 from its junction with Middleton Street to a point 24 metres north-east of its junction with Church Road. Excluding the lay-by between 6 metres and 32 metres north-east of Middleton Street and the lay-by between 35 metres and 9 metres south-west of its junction with Earl Russell Street and the lay-by between 4 metres and 28 metres north-east of its junction with Earl Russell Street.
- Part 224 The lay-by from a point 6 metres north-east of its junction with Middleton Street to a point 32 metres north-east of its junction with Middleton Street.
- Part 224 The lay-by from a point 35 metres south-west of its junction with Earl Russell Street to a point 9 metres south-west of its junction with Earl Russell Street.
- Part 224 The lay-by from a point 4 metres north-east of its junction with Earl Russell Street to a point 28 metres north-east of its junction with Earl Russell Street.
- Part 216 from a point 24 metres north-east of its junction with Church Road to a point opposite the north side of its junction with Hampshire Road

- Part 204 from a point opposite the north side of its junction with Hampshire Road to a point 38 metres north east of a point opposite the north side of its junction with Duncan Road
- Part 216 from a point 38 metres north-east of a point opposite the north side of its junction with Duncan Road to a point 10 metres south of a point opposite its junction with the northern arm of Park Hill Drive
- Part 204 from a point 10 metres south of a point opposite its junction with the northern arm of Park Hill Drive to its junction with Rutland Avenue. Excluding the lay-by between a point opposite the south side of Richmond Avenue and a point 27 metres south of Rutland Avenue and the lay-by between 20 metres and 2 metres south of Rutland Avenue.
- Part 216 from its junction with Rutland Avenue to its junction with Boundary Road
- Part 200 from its junction with Boundary Road to a point 28 metres north-east of its junction with Boundary Road
- Part 222 from a point 28 metres north of its junction with Boundary Road to a point adjacent to the northern building line of number 201 (To Be Revoked)
- Part 200 from a point adjacent to the northern building line of number 201 to its junction with Raw Dykes Road
- Part 200 from its junction with Raw Dykes Road to a point 35 metres south-west of its junction with Brazil Street
- Part 204 from a point 35 metres south-west of its junction with Brazil Street to its junction with Brazil Street
- Part 200 from its junction with Brazil Street to a point 5 metres north-east of its junction with Sawday Street
- Part 204 from a point 5 metres north-east of its junction with Sawday Street to a point 5 metres south-west of its junction with Filbert Street East
- Part 200 from a point 5 metres south-west of its junction with Filbert Street East to its junction with Infirmary Road

South-east Side

- Part 200 from its junction with Infirmary Road to its junction with Freeman's Common Road
- Part 204 from its junction with Freeman's Common Road to a point 15 metres north-east of its junction with Saffron Lane**

- Part 200** from a point 15 metres north-east of its junction with Saffron Lane to a point 15 metres south-west of its junction with Saffron Lane
- Part 204** from a point 15 metres south-west of its junction with Saffron Lane to a point 58 metres south-west of its junction with Saffron Lane
- Part 200 from a point 58 metres south-west of its junction with Saffron Lane to of its junction with Lothair Road
- Part 212 from its junction with Lothair Road to its junction with Cavendish Road
- Part 204 from its junction with Cavendish Road to a point 10 metres south of its junction with the northern arm of Park Hill Drive. Excluding the lay-bys between 16 metres and 47 metres north of the north side of Richmond Avenue and between 52 metres north of the north side of Richmond Avenue & 8 metres south of Cavendish Road
- Part 216 from a point 10 metres south of its junction with the northern arm of Park Hill Drive to a point 10 metres north of its junction with the southern arm of Park Hill Drive
- Part 204 from a point 10 metres north of its junction with the southern arm of Park Hill Drive to its junction with Hampshire Road
- Part 204 from its junction with Hampshire Road to its junction with Banks Road
- Part 200 from its junction with Banks Road to its junction with Belvoir Drive
- Part 204 from its junction with Belvoir Drive to its junction with Wigston Lane

COMMERCIAL SQUARE EASTERN CARRIAGEWAY

- Part 100 One Way Street from its junction with Commercial Square Northern Carriageway to its junction with Commercial Square Southern Carriageway in that direction

East Side

- Part 200** from its junction with Putney Road to a point 15 metres south of its junction with Putney Road
- Part 207 from a point 15 metres south of its junction with Putney Road to its junction with Euston Street

West Side

- Part 207 from its junction with Commercial Square Southern Carriageway to a point 40 metres north of its junction with Commercial Square Southern Carriageway

- Part 207 from a point 52 metres south of its junction with Commercial Square Northern Carriageway to a point **15 metres** south of its junction with Commercial Square Northern Carriageway
- Part 200 from a point **15 metres** south of its junction with Commercial Square Northern Carriageway to its junction with Commercial Square Northern Carriageway

COMMERCIAL SQUARE NORTHERN CARRIAGEWAY

North Side

- Part 204 from its junction with Putney Road West to a point 15 metres west of its junction with Freemens Common Road**
- Part 200 from a point 15 metres west of its junction with Freemens Common Road to a point 15 metres east of its junction with Freemens Common Road**
- Part 204 from a point 15 metres east of its junction with Freemens Common Road to its junction with Putney Road**

South Side

- Part 200 from its junction with Commercial Square Eastern Carriageway its junction with Commercial Square Eastern Carriageway

COMMERCIAL SQUARE SOUTHERN CARRIAGEWAY

- Part 100 One Way Street from its junction with Commercial Square Eastern Carriageway to its junction with Commercial Square Western Carriageway in that direction

North Side

- Part 207 from its junction with Commercial Square Eastern Carriageway to a point 15 metres west of its junction with Commercial Square Eastern Carriageway
- Part 207 from a point 31 metres west of its junction with Commercial Square Eastern Carriageway to a point 66 metres west of its junction with Commercial Square Eastern Carriageway
- Part 207 from a point 75 metres west of its junction with Commercial Square Eastern Carriageway to a point 90 metres west of its junction with Commercial Square Eastern Carriageway

Part 207 from a point 15 metres east of its junction with Commercial Square Western Carriageway to its junction with Commercial Square Western Carriageway

South Side

Part 207 from its junction with Ealing Road to its junction with Euston Street

COMMERCIAL SQUARE WESTERN CARRIAGEWAY

Part 100 One Way Street from its junction with Commercial Square Southern Carriageway to its junction with Commercial Square Northern Carriageway in that direction

East Side

Part 207 from its junction with Commercial Square Southern Carriageway to a point 39 metres north of its junction with Commercial Square Southern Carriageway

Part 207 from a point 59 metres north of its junction with Commercial Square Southern Carriageway to a point 74 metres north of its junction with Commercial Square Southern Carriageway

Part 207 from a point 84 metres north of its junction with Commercial Square Southern Carriageway to a point 99 metres north of its junction with Commercial Square Southern Carriageway

Part 200 from a point **15 metres** south of its junction with Commercial Square Northern Carriageway to its junction with Commercial Square Northern Carriageway

West Side

Part 200 from its junction with Putney Road West to a point 15 metres south of its junction with Putney Road West

Part 207 from a point **15 metres** south of its junction with Putney Road West to its junction with Ealing Road

FREEMENS COMMON ROAD

Part 100 One Way Street from its junction with Counting House Road to its junction with Aylestone Road in that direction

North & East Side

Part 204 from its junction with Aylestone Road to a point **15 metres** north of its junction with Commercial Square

Part 200 from a point 15 metres north of its junction with Commercial Square to its junction with Commercial Square

South & West Side

Part 200 from its junction with Commercial Square to a point 15 metres north of its junction with Commercial Square

Part 204 from a point **15 metres** north of its junction with Commercial Square to its junction with Aylestone Road

PUTNEY ROAD

Part 101 Prohibited U Turn at its junction with Welford Road from the east bound carriageway to the west bound carriageway

Northern Side

Part 200 from its junction with Commercial Square to a point 278 metres south-east of its junction with Commercial Square

Part 204 from a point 278 metres south-east of its junction with Commercial Square to its junction with Welford Road

Southern Side

Part 204 from its junction with Welford Road to a point 15 metres east of its junction with Commercial Square

Part 200 from a point 15 metres east of its junction with Commercial Square to its junction with Commercial Square

PUTNEY ROAD WEST

Part 101 Prohibited U Turn at its junction with Aylestone Road from the west bound carriageway to the east bound carriageway

Part 102 Prohibited right turn from Putney Road West into Aylestone Road

North Side

Part 200 from its junction with Aylestone Road to a point 15 metres east of its junction with Aylestone Road

Part 204 from a point 15 metres east of its junction with Aylestone Road to its junction with Commercial Square

South Side

Part 200 from its junction with Commercial Square to a point 15 metres west of its junction with Commercial Square

Part 204 from a point 15 metres west of its junction with Commercial Square to a point 15 metres east of its junction with Aylestone Road

Part 200 from a point 15 metres east of its junction with Aylestone Road to its junction with Aylestone Road

SAFFRON LANE

Part 101 Prohibited U Turn at its junction with Aylestone Road from the north bound carriageway to the south bound carriageway

Part 102 Prohibited right turn from Saffron Lane into Putney Road West

Part 102 Prohibited Right Turn from the southbound carriageway of Saffron Lane into Lansdowne Road

Part 103 Prohibited Left Turn from the northbound carriageway of Saffron Lane into Lansdowne Road

Part 101 Prohibited U Turn in both directions between a point 55 metres north of its junction with Lothair Road and a point 80 metres south of its junction with Grace Road

East Side

Part 200 from its junction with Aylestone Road to a point 15 metres south of its junction with Aylestone Road

Part 204 from a point 15 metres south of its junction with Aylestone Road to a point 35 metres south of its junction with Aylestone Road

Part 223 from a point 35 metres south of its junction with Aylestone Road to a point 55 metres north of its junction with Shakespeare Street

Part 204 from a point 55 metres north of its junction with Shakespeare Street to its junction with Shakespeare Street excluding the lay-by between 26 metres & 2 metres north of its junction with Shakespeare Street

Part 204 from its junction with Shakespeare Street to its junction with Sheridan Street excluding the lay-by between 9 metres south of its junction with

- Shakespeare Street and 2 metres north of its junction with Sheridan Street
- Part 204 from its junction with Sheridan Street to its junction with Knighton Fields Road West excluding the lay-by between 2 metres & 21 metres south of its junction with Sheridan Street
- Part 204 from its junction with Knighton Fields Road West to its junction with Knighton Lane East excluding the parking bay between 1 metre & 54 metres south of its junction with Knighton Fields Road West
- Part 224 the parking bay between a point 1 metre south of its junction with Knighton Fields Road West and a point 54 metres south of its junction with Knighton Fields Road West
- Part 204 from its junction with Knighton Lane East to its junction with Copinger Road
- Part 204 from its junction with Copinger Road to a point 33 metres south of its junction with Copinger Road provided that this restriction applies only to the carriageway and footway
- Part 204 from a point 67 metres north of its junction with Heathcott Road to a point 7 metres south of its junction with The Fairway provided that this restriction applies only to the carriageway and footway
- Part 204 from a point opposite the property boundary between nos 550 and 552 Saffron Lane to its junction with Attlee Way, provided that this restriction applies only to the carriageway and footway
- Part 204 from its junction with Stonesby Avenue to a point 1 metre south of a point opposite the property boundary between nos 602 and 604 Saffron Lane

West Side

- Part 204 from a point 29 metres north of a point opposite the centre line of Lydall Road to its junction with Glenhills Way
- Part 204 from its junction with Wigston Lane to a point opposite the property boundary between nos 591 and 593 Saffron Lane, provided that this restriction applies only to the carriageway and footway
- Part 204 from a point 27 metres south of its junction with Burnaston Road to a point 10 metres north of its junction with Burnaston Road provided that this restriction applies only to the carriageway and footway
- Part 204 from a point 23 metres south of its junction with Saffron Way to a point 5 metres north of its junction with Saffron Way provided that this restriction applies only to the carriageway and footway

- Part 309 between the edge of the footway and the edge of the carriageway, from the boundary of Nos. 499/499a Saffron Lane to a point 3 metres south of the boundary of Nos. 499/499a Saffron Lane
- Part 204 from a point 10 metres south of its junction with Burgess Road to a point 10 metres north of its junction with Burgess Road provided that this restriction applies only to the carriageway and footway
- Part 204 from a point 10 metres south of its junction with Cyprus Road to a point 10 metres north of its junction with Cyprus Road provided that this restriction applies only to the carriageway and footway
- Part 204 from a point 10 metres south of its junction with St Andrews Road to a point 55 metres north of its junction with Duncan Road provided that this restriction applies only to the carriageway and footway
- Part 204 from a point 80 metres south of its junction with Grace Road to its junction with Grace Road provided that this restriction applies only to the carriageway and the footway
- Part 204 from its junction with Grace Road to its junction with Lansdowne Road excluding the lay-bys between 45 metres & 81 metres north of its junction with Grace Road and 130 metres & 21 metres south of junction with Knighton Lane
- Part 204 from its junction with Lansdowne Road to its junction with Clifton Road excluding the lay-by between 21 metres & 3 metres south of its junction with Clifton Road
- Part 204 from its junction with Clifton Road to its junction with Cavendish Road excluding the lay-by between 2 metres north of its junction with Clifton Road and 3 metres south of its junction with Cavendish Road
- Part 204 from its junction with Cavendish Road to its junction with Lothair Road excluding the lay-by between 33 metres north of its junction with Cavendish Road and the south side of its junction with Lothair Road
- Part 222 from its junction with Lothair Road to a point 52 metres south of its junction with Aylestone Road
- Part 204 from a point 52 metres south of its junction with Aylestone Road to a point **15 metres** south of its junction with Aylestone Road
- Part 200 from a point 15 metres south of its junction with Aylestone Road to its junction with Aylestone Road**

SAFFRON LANE SERVICE ROAD FRONTING NOS 683-785

North & West Side

Part 204 from a point 8 metres north of a point opposite the property boundary between nos 685 and 687 Saffron Lane to its junction with Saffron Lane main carriageway

South & East Side

Part 204 from its junction with Saffron Lane main carriageway to a point opposite the property boundary between nos 685 and 687 Saffron Lane

Appendix C – Unresolved Objections

Objections Received by Email or Letter

OBJECTOR 'A'	1.1
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The unresolved objection received by email and officer's response are as follows: -

OBJECTION FROM OBJECTOR 'A' – DATED 31.08.20

1.1 Objector 'A' sent in these comments:

This is regarding Putney road parking ban which is not fair on people like us who trying park cars for few hours regarding our work if you guys gona ban that's facilities then we will be struggling to keep job because our company don't provide staff parking that's reason we park our car on putney road and walk from there to work you guys have to consider people with low income they can't afford to pay monthly parking fees

1.2 Officer's Response

Thank you for your email of 31 August 2020 expressing your objection to the loss of parking.

The Council intends to construct a new road junction with Putney Road West and Aylestone Road to enable traffic to travel directly between Aylestone Road and Welford Road and you have an objection to the proposal to implement no waiting at any time.

The purpose of the proposed prohibition of waiting is to enable the safe passage of traffic along this new link. If traffic were to park on this section of road once it is opened, it would impede the flow of traffic and could cause a danger to arise.

I am sorry that this means that you would not be able to park where you currently do and hope that you can find a suitable alternative.

I hope that this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at

the email address listed at the top of the letter or the Council's postal address shown at the bottom of the letter.

If I do not hear from you by 21 October 2020, I will assume that you would like your objection to stand. Should this be the case, it is our intention to present an Objectors Report to the Planning and Development Control Committee on 18 November 2020, before being sent to the Director of Planning, Development and Transportation for his final decision.

OBJECTION FROM OBJECTOR 'B' – DATED 31.08.20

2.1 Objector 'B' sent in these comments:

1. Procedural objection about the advertising and consultation of the TRO

a) the consultation letter does not have a closing date on it for enquiries/objections. This is a serious omission and could lead to potential objectors failing to respond in time and therefore losing the opportunity to have their views taken into account.

b) All businesses in the industrial area including all those on Freeman's Common Road are affected by this scheme and should be included in the consultation. If this has not happened then the TRO procedure will be significantly compromised and the consultation will fail to meet statutory requirements.

c) The plan which is part of the TRO process is out of date and does not include important changes to Putney Road which are directly relevant to the TRO. It omits the new pedestrian crossing linking the university development across Putney Road, and it omits the new car park entrances and exits on to Putney Road. All of these have been approved and they will have significant implications for traffic flows, delays and congestion. With these features omitted it is not possible for those involved in the consultation to assess the likely impact of the TRO changes. The plan needs to be corrected to include these features, all of which will be operational when the TRO is implemented.

This procedural objection is that these three concerns taken together represent serious errors and shortcomings in the application of this TRO. These can only be corrected by issuing an corrected letter to all businesses affected by the proposals, making updated and corrected plans available, with a new extended date for enquiries and objections which meets statutory requirements.

2. Objections related to the highway development and policy context of the TRO

The claimed purpose of the TRO is the creation of an orbital road linking Welford Road and Aylestone Road. This is both incorrect and misleading . The purpose of the TRO is to facilitate and make operational the planned Putney Road link road scheme which although previously approved remains

fundamentally flawed and highly controversial. The bid for this scheme clearly envisaged a connection to another scheme to link Aylestone Road to Narborough Road. It also was never simply a link to Welford Road – it was intended to create a new route along Victoria Park Road to the A6 London Road, eventually creating a middle ring road between the A5460 and the A6 and beyond, Evidence for this can be found in the original bid for the scheme, and also in an earlier TRO plan which showed lane markings on Aylestone Road directing traffic through Putney Road to the B568, not the A5199. This is a clear intention to route traffic to the A6 and not simply to link Aylestone Road and Welford Road. The bid document claimed the link road was strategically important, which a simple link from Aylestone Road to Welford road would not be.

This is the second successive time that the purpose of a TRO has been incorrectly described. The Council should not make incorrect statements in order to conceal the real purpose of a TRO and the road scheme it is intended to facilitate. It does not provide a true basis for consultation, and it brings the council into disrepute.

The decision to approve the Putney Road link road scheme was itself far from rational. The Authority's own evidence, such as it was, did not support the link road scheme. All the claimed benefits in terms of reduced journey times and costs saved occurred when there was no link road traffic. The benefit came solely from improved local access to the business area from Aylestone Road. When there was link road traffic journey times increased and the benefits were negative. Under these circumstances it is difficult to understand why the council approved the scheme and officers and politicians have spoken in support of it.

The traffic modelling itself fell far below the professional standard required to give confidence in the results. Other professional modellers have commented that the results are often 'counter-intuitive and difficult to explain'. It follows that the evidence base is extremely weak and the Authority has no informed understanding of traffic likely to use this road and therefore does not know what the impact of the scheme will be. This is extremely important in assessing the TRO intended to make the scheme operational. The scheme itself is flawed, and the TRO to enable it will be similarly flawed.

There are also aspects of the current design of the scheme, enabled by the TRO, which now eliminate some of the originally claimed benefits for the link road. These will be detailed below but they include claims of shorter quicker journeys to various parts of the city, diverting traffic from the inner ring road, and contentious claims about reducing rat-running through Clarendon Park – claims which were subsequently deleted from the official record of the consultation so it now appears they were never made.

Finally there are clear conflicts between the link road scheme and other council policies and priorities. A bus lane is to be removed which will increase bus journey times, it will encourage car use rather than other forms of transport, it creates a cycleway which is below current recommended design standards (shared space for pedestrians and cyclists is longer considered to be an

acceptable design standard), the cycleway will be less functional and attractive than that which currently exists, and it runs counter to transport priorities emerging from the Covid epidemic.

All of the above identify areas of objection to the TRO. Specific objections are detailed below.

3. Specific points of objection to the TRO

a) Junction designs:

i) The Aylestone Road/Putney Road and Saffron Lane junction.

The originally planned and modelled right turn from Saffron Lane into Putney Road has been removed from the final design. This is the only route which could support the claims made for reducing rat-running in Clarendon Park for eastbound traffic from the Saffron Lane area. The claim that it could be removed because very little traffic made that right turn raises a question about the validity of the original claims for reduced rat-running.

There is no right turn from Putney Road westbound to Aylestone Road inbound. All traffic wishing to take this route will have to turn right into Freemens Common Road. Claims made for reduced journey times to LRI and other places will not be supported by having to use this route.

The complexity of this new junction with a new right turn from Aylestone Road inbound into Putney Road introduces a new intersecting traffic flow across Aylestone Road outbound. There are already significant delays and congestion at this point, especially at peak times, and this will create further delays on this important radial route. The inability of the Welford Road/Victoria Park Road junction to handle all the extra traffic has already been seen in the need to remove an existing right turn. To then introduce a new and major right turn across another radial route appears to defy common sense. This new junction has not been modelled to assess the degree to which it can function with the new design. It is imperative that detailed junction modelling is carried out as the Authority currently will no informed knowledge of the traffic impact at this junction.

ii) The Putney Road/Freemens Common junction

The new right turn at this junction will intersect eastbound link road traffic as well as local access traffic. The junction design has very limited stacking space for the various turns and there will be a considerable increase in traffic passing through this junction including all traffic diverted this way to access the new university car park. When questioned about the adequacy of this junction and the likely congestion and delays the Authority can only offer its opinion that there will not be any problems. This is unacceptable as a response. This junction also should be subjected to detailed junction modelling which should include an assessment of the traffic signals which were added after the original design.

b) Impact on businesses

There will be a number of impacts on local businesses, of which only one is positive. The new access from Aylestone Road will improve access to the business area for both business staff and their customers. However, this is not a benefit provided by the link road. The link road has only detrimental impacts on local businesses.

i) Loss of 50 parking spaces on Putney Road

In order to facilitate the link road, space for around 50 cars will be lost to staff working in local businesses. There is no other nearby parking and the authority appears to have no interest in mitigating this loss. Their response when asked was to say roads are not meant for parking on. In other words, not our problem. This is a remarkably negative attitude to take to local businesses when elsewhere in the council great efforts are being made to promote business development. This will be a significant handicap to those staff needing to park there, also to their employers, and making other parking space available should be a priority.

ii) Loading restrictions

Along the length of Putney Road loading is to be either banned entirely or only allowed outside of peak traffic hours. This will be a constraint on those businesses which have to load or unload directly on to Putney Road. However, there is a clear dilemma here. On the one hand, Putney Road is a single carriageway road, not particularly wide, and for it to function effectively as a link road then arguably there should be no parking or unloading anywhere along its length. This would severely handicap businesses adjacent to the road. On the other hand if loading is allowed, all it needs is one vehicle loading and half the road is blocked, possibly for an extended period and safety may also be compromised. With any loading Putney Road can no longer function as an effective link road. If the traffic flow is low enough for this not to be a problem, there is no need for the link road. If it is high enough to be a problem, all loading and waiting should be prohibited, which would render business activity impossible. This conflict illustrates the unsuitability of Putney Road to serve as a link road.

iii) Volume of additional traffic, congestion and delay

The link road, the improved local access from Aylestone Road, and the routing of traffic to the new university car park, together will create very significant additional delays on Putney Road and the surrounding highways. Business costs will increase and trading activity will be damaged. The existing road and junctions were never created to accommodate the likely volume traffic, and space is compressed to the extent that certain junctions will become unworkable. The stacking and turning lanes at the Freemans Common/Putney Road junction are so short that one large goods vehicle will fill them and then the through lanes are blocked causing further delay, and further damage to trading activity.

c) Design of the cycleway

Much has been made of improved cycle and pedestrian facilities yet these are not realised in design and TRO specifications. The cycleway cannot be built to the latest design standards as there is insufficient space to segregate pedestrians and cyclists – shared space is no longer acceptable. In at least one section, where Putney Road goes over the railways line, there is no scope for any widening of either road or pavement. The road itself would have difficulty with two large goods vehicles passing each other, and a 2m wide pavement is expected to carry two way cycle lanes and pedestrians alongside this road with no safety clearance whatsoever. Here, and elsewhere, the cycleway/pavement crosses business entrances and access roads with highly restricted sight lines, and loading and unloading will also be taking place across the cycleway/pavement. Finally, to cycle the length of Putney Road will require three road crossings as the cycleway shifts from one side of the road to the other according to the available space.

The existing pedestrian and cycle facilities, in the context of reduced traffic volumes, are safer and better than the proposals in the current plans.

d) Removal of bus lane

In order to make the new Aylestone Road junction work, to some degree, it is proposed to remove a bus lane. This is counter to the main policy direction of recent years where bus lanes have been introduced to create faster more reliable bus journeys and encourage a modal shift from cars to public transport. The TRO proposals reverse this policy by creating a road system intended to facilitate the use of private cars. If the bus lane serves a useful purpose, why is it being removed? If it served no useful purpose, why was it there? There appeared to be no proposal to remove the bus lane prior to the appearance of the link road scheme.

e) Implications of Covid-19 for longer term transport development

All over the city pavements have been widened and temporary cycle lanes introduced to create safety and encourage the increased use of alternative modes of transport. These are initially short term initiatives but with considerable longer term implications for transport priorities within the city. This scheme and the associated TRO make no positive contribution whatsoever to these developments. They do the reverse.

f) Consistency with university development

Does it make sense to create a student village and then run a major orbital road through the middle of it? If anything, the emphasis should be on constraining and calming traffic through the student village, not deliberately increasing it. A sensible TRO would be one which facilitated this rather than the opposite.

These are my objections to the TRO as the instrument facilitating the road scheme.

2.2 Officer's Response

Thank you for your email dated 31 August 2020. You have raised an objection to the proposed Traffic Regulation Order that looks to amend some of the waiting, loading, and manoeuvre restrictions on the following roads: Aylestone Road, Commercial Square, Freemans Common Road, Putney Road, Putney Road West, and Saffron Lane.

Having read through your comments, it would seem that most of your concerns are about the nature of the Putney Road scheme itself. As the scheme is approved for construction, I do not intend to discuss this aspect of your comments. When reviewing objections, consideration can only be given to the proposed restriction as advertised in the Order.

Specific to the TRO proposals, you have made comments on the loss of parking, loading restrictions, and bus lane and I would like to take this opportunity to try and resolve your concerns.

The loss of parking is regrettable, but if parked vehicles were to remain along the road then they would likely impede the flow of vehicles and therefore no waiting at any time is proposed. Regarding loading restrictions these have been deployed where most needed at peak traffic periods to ensure the flow of traffic.

With regard to the removal of the inbound bus lane on Aylestone Road south of the junction, this is not included in the Order. This amendment will be advertised at a later date before commencement of the works as it is an amendment to a separate Traffic Regulation Order.

You also made comments regarding procedural aspects of these proposals. We are satisfied that the statutory processes are correct. The Notice of Intention clearly gave the date which consultation ended and local businesses were leafleted to inform them of the Notice and Notices were posted on street. It would be improper to include the adjacent Order at the eastern end of Putney Road as this is not part of this consultation process.

You will be aware that the scheme was approved by the City Mayor in 2018 – and that this decision was subject to detailed scrutiny at the Economic Development, Transport, and Tourism Scrutiny Commission on 25 October 2018 – and is approved for construction. The proposed TRO is designed to support the implementation of the scheme by creating the means of allowing the passage of traffic and for safety considerations.

I hope that this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at the email address listed at the top of the letter or the Council's postal address shown at the bottom of the letter.

If I do not hear from you by 21 October 2020, I will assume that you would like your objection to stand. Should this be the case, it is our intention to present an Objectors Report to the Planning and Development Control Committee on 18 November 2020, before being sent to the Director of Planning, Development and Transportation for his final decision.

If you would like to meet relevant officers to discuss this matter further prior to the committee meeting noted above, we will hold an Objectors Meeting with an independent chair, the minutes of which will be presented at the committee meeting alongside the Objectors Report. Please contact John Dowson, Major Transport Projects Manager, on 0116 454 2826 or john.dowson@leicester.gov.uk to arrange a meeting if this is the case.

OBJECTION FROM OBJECTOR 'C' – DATED 31.08.20

3.1 Objector 'C' sent in these comments:

The plan provided as part of the TRO omits important changes to Putney Road that, while part of UoL's Freeman's Common development, are directly relevant to this TRO, namely the pedestrian / cycle crossing at the site of the old Dry Dock and the entrance and exit to UoL's new MSCP.

Putney Road / Commercial Square North / Putney Road West is currently a low traffic route that is easily accessible to pedestrians and cyclists, with pedestrians having sole use of the footway and cyclists having marked cycleways on-road. As shown in the plan, to accommodate the increased vehicle traffic, the cycleway and footway are becoming shared space all the way from Welford Road to Aylestone Road, which goes against current guidance to avoid the use of shared space. Also, there is a particularly narrow pinch point above Knighton Tunnel that will make it difficult for two bikes to pass each other even when there are no pedestrians present. In addition, travelling from Aylestone Road to Welford Road (or vice versa) will become a much more convoluted route involving using toucan crossings to get from one side of the road to the other and back again.

The short queuing space for right turns from Commercial Square North into Freemens Common Road and Commercial Square East is likely to lead to turning traffic blocking the passage of through traffic.

The original consultation permitted traffic exiting from Freemens Common Road to turn either right or left onto Commercial Square North and at one of the consultation events traders requested installation of traffic lights at this junction to support the right turn. The traffic lights do not appear in the plan and the junction layout suggests only a left turn is now permitted but there is no mention of the prohibition of a right turn at that junction.

Google Maps and Google Street View show that since 2010 that have consistently been 50 to 50 cars parked on Putney Road West most days. All of these will be displaced if this TRO is implemented but there appears to have

been no consideration given to where these vehicles will park in future, what the impact of displacing these vehicles will be or how that might be mitigated.

Removal of the bus lane on Aylestone Road seems to be contradictory to LCC policy of introducing more bus lanes elsewhere, will encourage the use of private cars rather than public transport and discourage the use of bikes on this radial route if there is no alternative cycleway provision made.

3.2 Officer's Response

Thank you for your email dated 31 August 2020. You have raised an objection to the proposed Traffic Regulation Order that looks to amend some of the waiting, loading, and manoeuvre restrictions on the following roads: Aylestone Road, Commercial Square, Freemans Common Road, Putney Road, Putney Road West, and Saffron Lane.

Having read through your comments it would seem that some of your concerns are about the nature of the Putney Road scheme itself such as the design of cycleways and junction design. As the scheme is approved for construction, I do not intend to discuss this aspect of your comments. When reviewing objections, consideration can only be given to the proposed restriction as advertised.

The loss of parking is regrettable, but if parked vehicles were to remain along the road then they would likely impede the flow of vehicles and therefore no waiting at any time is proposed. Regarding loading restrictions these have been deployed where most needed at peak traffic periods to ensure the flow of traffic.

With regard to the removal of the inbound bus lane on Aylestone Road south of the junction, this is not included in the Order. This amendment will be advertised at a later date before commencement of the works as it is an amendment to a separate Traffic Regulation Order.

You will be aware that the scheme was approved by the City Mayor in 2018 – and that this decision was subject to detailed scrutiny at the Economic Development, Transport, and Tourism Scrutiny Commission on 25 October 2018 – and is approved for construction. The proposed TRO is designed to support the implementation of the scheme, taking into account existing conditions, to create means of allowing the passage of traffic and for safety considerations.

I hope that this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at the email address listed at the top of the letter or the Council's postal address shown at the bottom of the letter.

If I do not hear from you by 21 October 2020, I will assume that you would like your objection to stand. Should this be the case, it is our intention to present an Objectors Report to the Planning and Development Control Committee on 18

November 2020, before being sent to the Director of Planning, Development and Transportation for his final decision.

If you would like to meet relevant officers to discuss this matter further prior to the committee meeting noted above, we will hold an Objectors Meeting with an independent chair, the minutes of which will be presented at the committee meeting alongside the Objectors Report. Please contact John Dowson, Major Transport Projects Manager, on 0116 454 2826 or john.dowson@leicester.gov.uk to arrange a meeting if this is the case.

OBJECTION FROM OBJECTOR 'D' – DATED 29.08.20

4.1 Objector 'D' sent in these comments:

Objection to TRO for Putney Road

I wish to object to the proposed TRO for Putney Road for the following reasons.

Overall aims of the project.

It is not clear what the overall benefits of the project are. If it is to improve access to the Freemans Common Estate that can be achieved with much fewer problems by opening up the western end of Putney Road but for access only, rather than as a through road. If the through route attracts traffic it will cause problems at all the junctions mentioned later on in my objection. If it doesn't attract through traffic then it appears to have failed and does not merit the amount of expenditure on this proposal

Deterioration in conditions for bus passengers, pedestrians and cyclists.

The scheme has inadequate width at points for pedestrians and cyclists. These pinch points will be potentially very dangerous with the increase of traffic on the road. At the moment these widths are not as problematic as Putney Road is not heavily trafficked so the dangers are reduced. The introduction of much larger volumes of traffic onto Putney Road exposes these inadequate widths increasing dangers for pedestrians and cyclists.

The scheme also suggests the removal of sections of bus lane which will increase journey times for bus passengers. It appears very strange to spend so much money on a scheme which disadvantages pedestrians, bus passengers and cyclists.

Impact on different junctions

Mayfield Roundabout & Victoria Park Road

If the vision of drawing more traffic from the east side of Leicester through Victoria Park Road and onto Putney Road it will place greater strain on Mayfield

Roundabout which already has issues coping with current volumes of traffic. This proposal will also lead to greater congestion and pollution on Victoria Park Road

Welford Road/Victoria Park Road/Putney Road

Again, if the scheme is to succeed on its own terms the sequence changes at this junction will cause extra congestion at this junction which as well as being problematic at the site of the congestion could lead to rat running across the area in order to avoid this congestion hotspot.

Putney Road/Freemens Common Road (with knock on for Counting House Road and Aylestone Road)

The TRO process hugely underestimates the impact on this group of junctions. With the prohibition of right hand turning at the western end of Putney Road, traffic travelling west will end up turning right at the Freemens Common Road/Putney Road junction instead then they can then go in all directions at the Freemens Common Road/Aylestone Road/Raw Dyke Road junction. This funnelling of traffic will have the biggest impact at the right hand turn off Putney Road into Freemens Common Road but could also have undesirable effects across this whole stretch of Freemens Common Road and its junctions.

Putney Road/Aylestone Road/Saffron Lane

The introduction of right-hand turn prohibitions at this junction recognises that the overall effect of this proposal will make this junction far more complex and with that complexity we will see more congestion at this junction; with delayed journey times in the vicinity and potential rat running as a result.

4.2 Officer's comments:

Thank you for your email dated 29 August 2020. You have raised an objection to the proposed Traffic Regulation Order that looks to amend some of the waiting, loading, and manoeuvre restrictions on the following roads: Aylestone Road, Commercial Square, Freemens Common Road, Putney Road, Putney Road West, and Saffron Lane.

Having read through your comments, it would seem that most of your concerns are about the nature of the Putney Road scheme itself, the aims of scheme and what you see as adverse effects on the surrounding highway network. As the scheme is approved for construction, I do not intend to discuss this aspect of your comments. When reviewing objections, consideration can only be given to the proposed restriction as advertised.

You have said that you are concerned about effects on pedestrians and cyclist due increased to increased flows alongside narrower section and the shortening of the bus lane on Aylestone Road.

Regarding the narrower sections of highway, principally that adjacent to the Leicester Bearing Company where no footway exists, the design has placed

available width on the southern side to create a 3m wide footway/cycleway. Whilst we would like to have a better standard this point, no adverse comments were noted by the road safety auditor team tasked to review this.

With regard to the removal of the inbound bus lane on Aylestone Road south of the junction, this is not included in the Order. This amendment will be advertised at a later date before commencement of the works as it is an amendment to a separate Traffic Regulation Order.

I hope that this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at the email address listed at the top of the letter or the Council's postal address shown at the bottom of the letter.

If I do not hear from you by 21 October 2020, I will assume that you would like your objection to stand. Should this be the case, it is our intention to present an Objectors Report to the Planning and Development Control Committee on 18 November 2020, before being sent to the Director of Planning, Development and Transportation for his final decision.

If you would like to meet relevant officers to discuss this matter further prior to the committee meeting noted above, we will hold an Objectors Meeting with an independent chair, the minutes of which will be presented at the committee meeting alongside the Objectors Report. Please contact John Dowson, Major Transport Projects Manager, on 0116 454 2826 or john.dowson@leicester.gov.uk to arrange a meeting if this is the case.