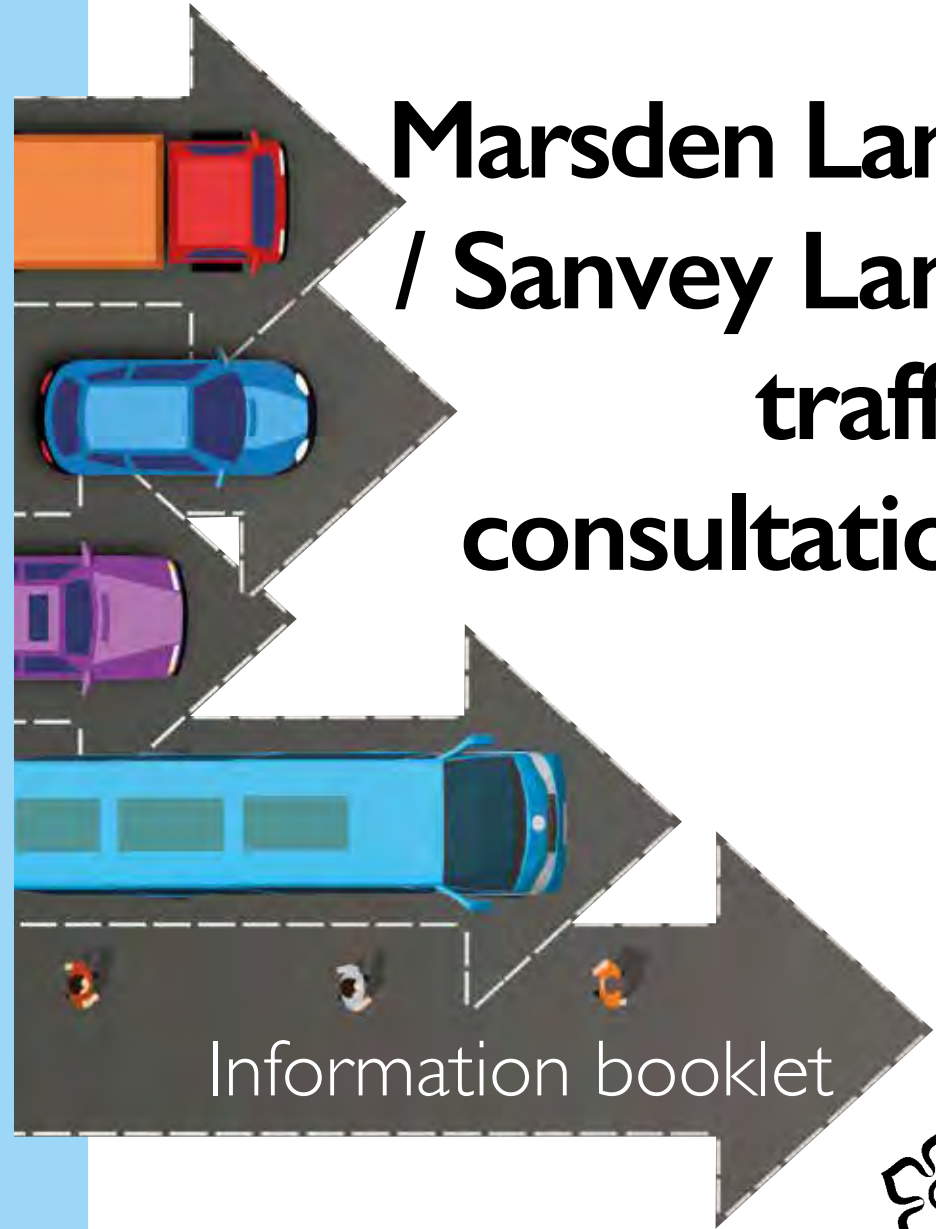




Marsden Lane / Sanvey Lane traffic consultation



Information booklet



A number of residents have raised concerns about rat running, speeding, and inconsiderate and non-residential parking along Marsden Lane and Sanvey Lane.

We would like to hear your views on potential solutions to the rat run problem and issues with non-residential parking in the area.

There are five rat run options available and two potential solutions to the parking issues.

A summary of the options follows and further information and an online feedback form can be found on the council's consultation website

consultations.leicester.gov.uk
(consultation runs 11 April - 20 May)

Alternatively, visit Pork Pie Library, Southfields Drive (Pork Pie Island), LE2 6QS for a printed questionnaire.

You can also find out more about the proposals at the Aylestone community meeting on Wednesday 11 April (7pm), Aylestone Baptist Church, Lutterworth Road, LE2 8PE.

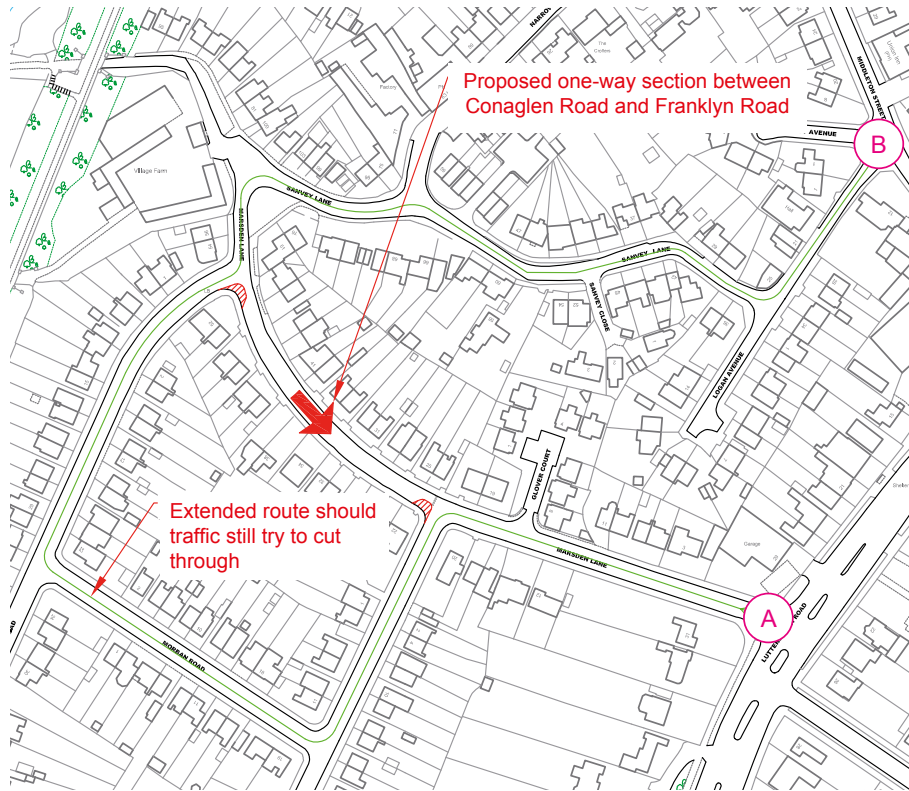
Option 1 - Introduction of a partial one-way system (eastbound)

Rat-running traffic was measured between Lutterworth Road (A) and Middleton Street (B). The amount of traffic using this route as a short-cut was 2.75 times greater than the number using it in reverse (B to A).

Proposed option: Introduction of a one-way section eastbound between Conaglen Road and Franklyn Road.

Pros: Less disruption for residents, with likely reduction in traffic travelling A-B due to increased distance / time.

Cons: Some motorists may still choose to use the more tortuous route A-B.



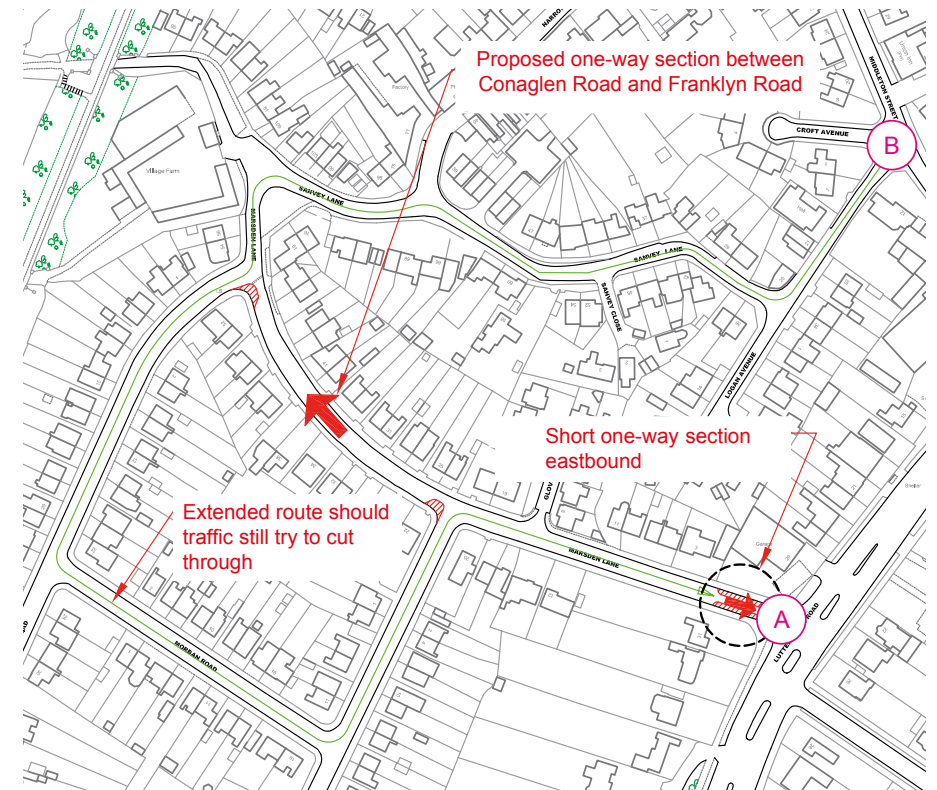
Option 2 - Introduction of a partial one-way system (westbound)

Rat-running traffic was measured between Lutterworth Road (A) and Middleton Street (B). The amount of traffic using this route as a short-cut was 2.75 times greater than the number using it in reverse (B to A).

Proposed option: Introduction of a one-way section westbound between Franklyn Road and Conaglen Road. No Entry from Lutterworth Road by creating a short one-way section along Marsden Lane at the junction.

Pros: A-B cut through eliminated completely. Most likely to reduce B-A rat-run due to increased distance/time. All residents still able to exit via Middleton Street.

Cons: All residents must enter via Sanvey Lane, so some inconvenience to residents on south side destinations (Marsden Lane, Conaglen Road, Franklyn Road and Morban Road). Potentially an overall increase in traffic on Sanvey Lane. Sanvey Lane might not be suitable as only entrance to village.



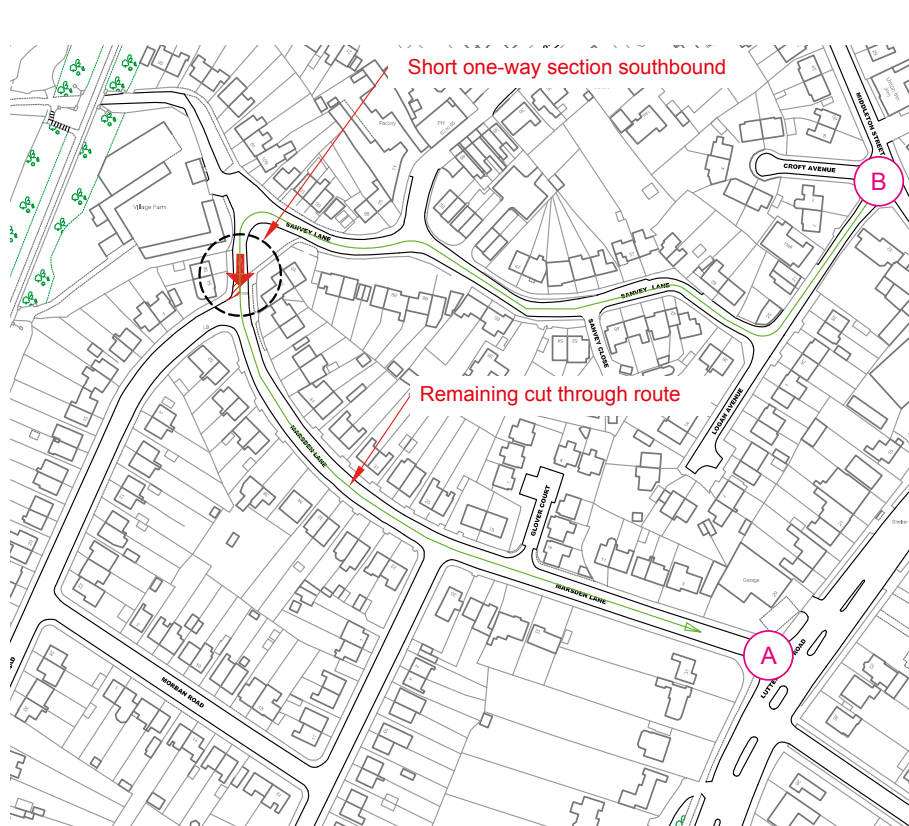
Option 3 - Short one-way section at Sanvey Lane / Conaglen Road

Rat-running traffic was measured between Lutterworth Road (A) and Middleton Street (B). The amount of traffic using this route as a short-cut was 2.75 times greater than the number using it in reverse (B to A).

Proposed option: Introduction of a short one-way section southbound between Sanvey Lane and Conaglen Road.

Pros: A-B rat-run eliminated.
Likely overall reduction in traffic on Sanvey Lane.

Cons: No reduction in B-A rat-run (although introduction of longer route could be possible).
Inconvenient to residents on south side as Lutterworth Road becomes only exit for them.



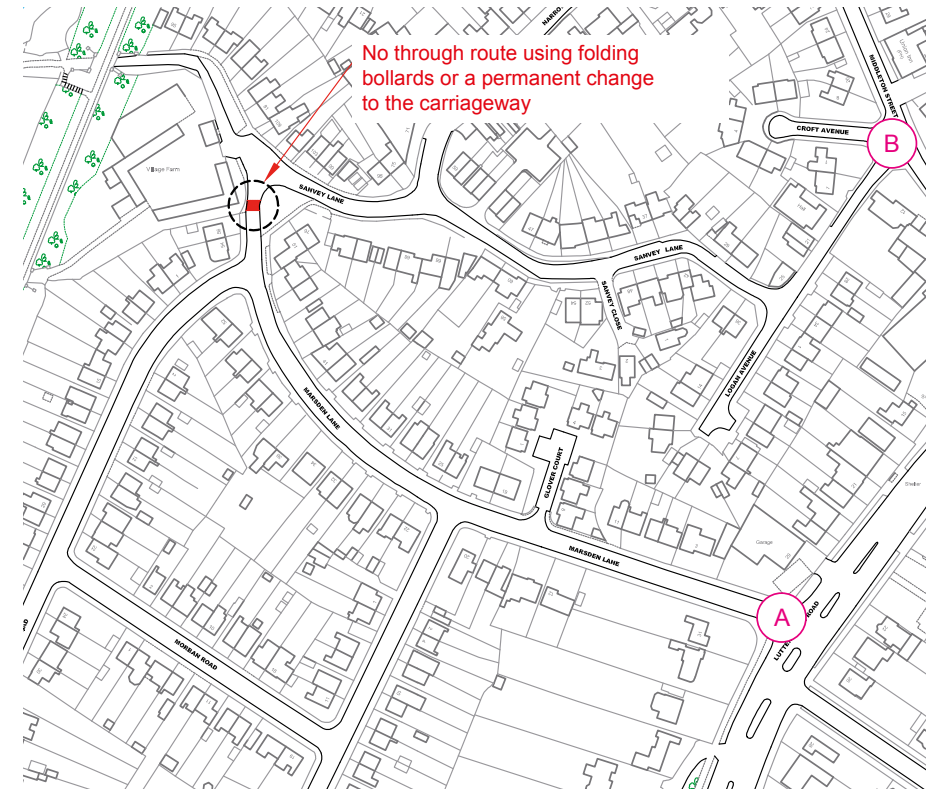
Option 4 - Bollards

Rat-running traffic was measured between Lutterworth Road (A) and Middleton Street (B). The amount of traffic using this route as a short-cut was 2.75 times greater than the number using it in reverse (B to A).

Proposed option: Introduction of bollards at Marsden Lane / Sanvey Lane junction.

Pros: All rat-running eliminated.
Overall reduction in traffic on Sanvey Lane.
Using folding bollards, restriction could be removed at any time necessary.

Cons: Inconvenient to all residents, as they will be restricted to only one access into the area.



Option 5 - Speed cushions and flow priority measures

Rat-running traffic was measured between Lutterworth Road (A) and Middleton Street (B). The amount of traffic using this route as a short-cut was 2.75 times greater than the number using it in reverse (B to A)

Proposed option: Introduction of speed cushions (humps) and flow priority

Pros: Simple solution to delay and discourage rat-run traffic

Residents' access not inhibited

Cheap and quick to install on an experimental basis (easy to remove if not working as envisaged)

No TRO required as Marsden Lane is 20mph zone

Directly addresses speeding concerns (other options seek to do this by making the route more tortuous)

Cons: Requires bolt down speed humps

Needs an experimental period to prove effectiveness



Option 6 - Maintain status quo

Do not change road layouts or traffic flow arrangements

Parking issues

Residents have raised concerns about non-residential vehicles being parked in the area (nuisance parking). The main concerns relate to Enterprise hire vehicles and Enterprise customers' cars being left on Marsden Lane, and non-residents using Sanvey Lane as a 'park & ride'.

Pros: Directly addresses non-residential parking issue.

Cons: Page 9 option - may lead to displacement into wider area.

Both options - residents will have to purchase annual resident and visitor permits.

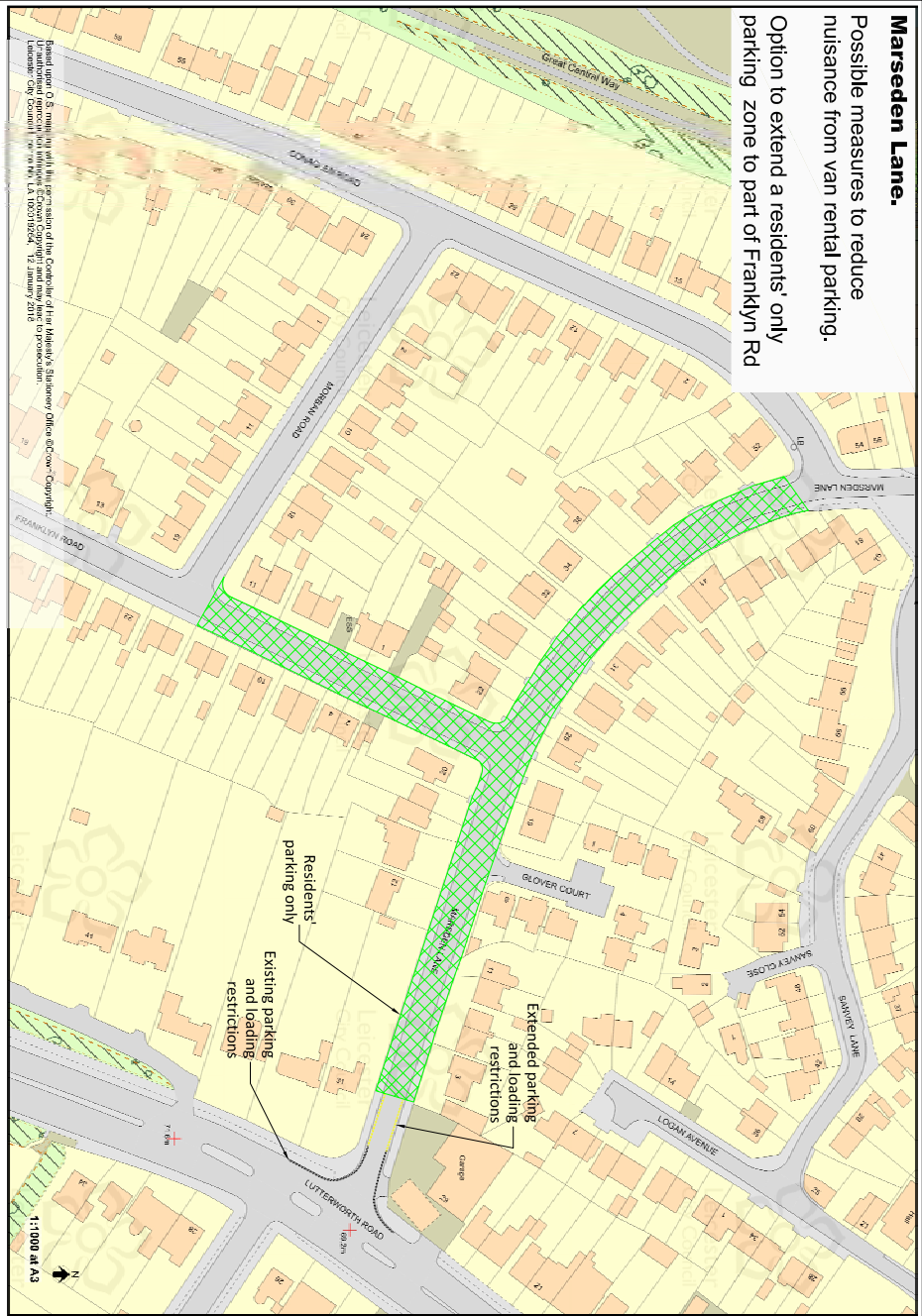
Two potential options are being considered (along with a No Change option):



Marsden Lane.

Possible measures to reduce nuisance from van rental parking.

Option to extend a residents' only parking zone to part of Franklyn Rd



How to access the consultation:

- Visit consultations.leicester.gov.uk (online information and questionnaire)
- Visit Pork Pie Library (Pork Pie Island) Southfields Drive, LE2 6QS (printed questionnaire)

Consultation runs from 11 April - 20 May 2018