

Leicester City Council

Consultation Report

Putney Road Project (National Productivity Investment Fund)

Version 4.0
July 2018

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1. Introduction

1.1. Purpose of this document

The purpose of this document is to provide a summary of the public consultation exercise carried out as part of the Putney Road Project.

1.2. Background

The scope of the scheme is to open Putney Road West at the junction of Aylestone Road and Saffron Lane and amend the one way system around Commercial Square to create a two way link between Aylestone Road and Welford Road. The objectives of the scheme are to

- Reduce congestion and improve air quality on the central ring road and the surrounding areas, including the narrow residential streets that run east to west between Aylestone Road and London Road.
- Improve vehicle travel times in the area.
- Increase productivity by improving access for local residents, businesses and education institutions.
- Improve facilities for walkers and cyclists along the length of Putney Road, making it easier for people to use sustainable modes of transport.
- Support development opportunities for the Freeman's Common industrial estate.

This is in line with the National Productivity Investment Fund's objectives of removing barriers to productivity such as congestion and unlocking economic development and job creation opportunities.

2. Consultation

2.1. Overview

The public consultation was launched on Friday 2nd March and ran until Sunday 29th April. Respondents were asked for some basic information such as how they use the area and the postcode of where they live/work, followed by how the scheme will affect them. The full consultation response form can be found in **Annex A**.

Respondents were able to complete the consultation either online at consultations.leicester.gov.uk or on paper at a drop in exhibition or Aylestone Leisure Centre (see 2.2). The email account major-transport-projects@leicester.gov.uk was also available for people to submit their comments.

2.1.1. Scope of consultation

The scope of the consultation was to inform local residents of the Council's intention to open Putney Road, and gauge how it will affect how people's travel in the area.

2.2. Communication

A communication plan was created for the consultation. A press release was issued at the start of the consultation, the text of this can be found in **Annex B**, and 3,500 leaflets were distributed around the area. The leaflet and the distribution area can be found in **Annexes C & D** respectively. A Frequently Asked Questions list was also prepared and can be found in **Annex F**.

Letters were sent to key stakeholders including:

- Leicester City Football Club
- Leicester Football Club (Leicester Tigers)
- British Gas
- E.ON
- National Grid
- Wyggeston College
- Emergency Services
 - Leicestershire Police
 - Leicestershire Fire & Rescue Service
 - East Midlands Ambulance Service
- Bus Operators

- Arriva
- First
- Centrebus
- Kinchbus
- Stagecoach

The content of the letters can be found in **Annex E**.

Officers also attended a number of ward community meetings before and during the consultation:

Castle Ward Community Meeting – 21st November 2017
City Hall, 115 Charles Street, Leicester, LE1 1FZ

Castle Ward Community Meeting – 13th February 2018
St John the Baptist Parish Centre, Clarendon Park Road, Leicester, LE2 3AD

Saffron Ward Community Meeting – 8th March 2018
Aylestone Leisure Centre, 2 Knighton Lane East, Leicester, LE2 6LU

At the request of Cllrs Cutkelvin & Shelton a display board was set up in the foyer of Aylestone Leisure Centre for the duration of the consultation. The board was staffed by officers two hours a week.

2.3. Exhibitions

A number of drop in exhibitions were held around the area to allow people to talk to officers about the scheme. These were held on the following dates:

Geeta Bhavan, 70 Clarendon Park Road, LE2 3AD
Tuesday 13th March, 5.30-7.30pm

Saffron Resources Centre, 432 Saffron Lane, LE2 6SB
Thursday 15th March, 11am-4pm

Big Shed Conferences, 93 Commercial Square, LE2 7SJ
Tuesday 20th March, 4.30-6.30pm
Tuesday 27th March, 9.30am-12.30pm

3. Responses

3.1. Summary

There were 291 responses in total to the consultation via all media.

While it is possible that those who sent emails also participated in the online consultation, for the purpose of identifying trends (see 3.2) all responses will be treated as unique.

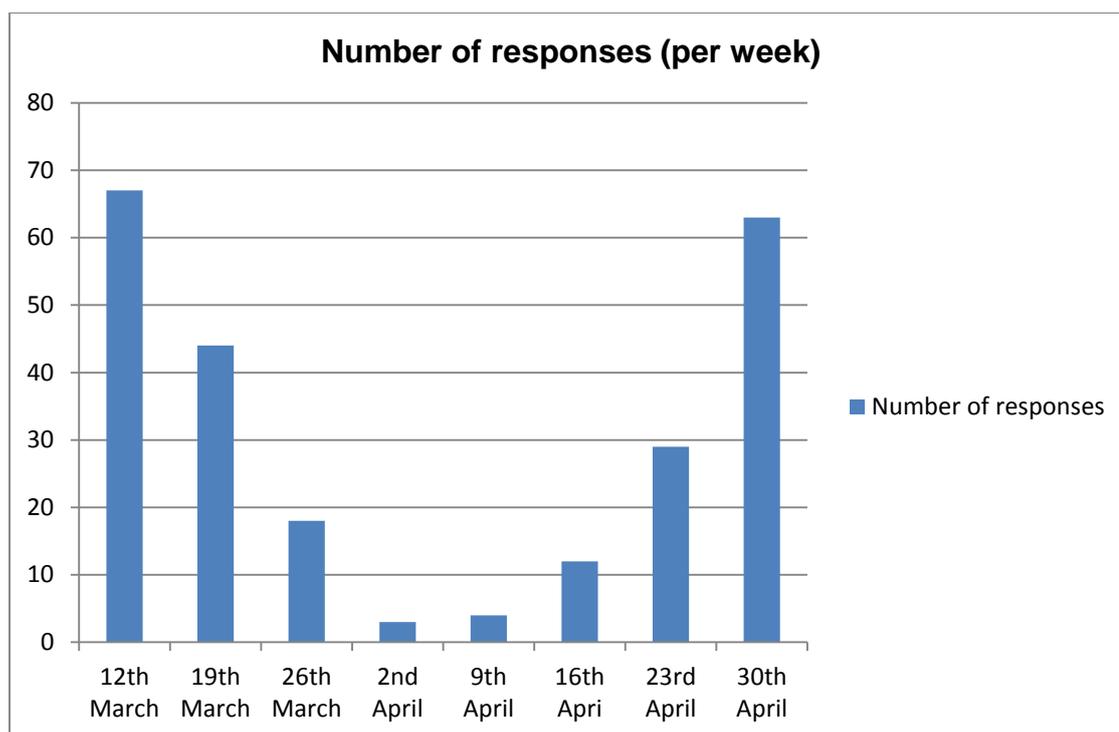
Overall, 25.4% of the responses were positive, 60.1% were negative, and 14.4% were neutral (see 3.2).

3.1.1. Online consultation

There were 239 responses in total to the online consultation. The charts below summarises the number of responses to the consultation.

| Date | No. of responses (cumulative) |
|------------------------|--------------------------------------|
| 12 th March | 67 |
| 19 th March | 111 |
| 26 th March | 129 |
| 2 nd April | 132 |
| 9 th April | 136 |
| 16 th April | 148 |
| 23 rd April | 177 |
| 30 th April | 239 |

Table showing the number of responses after each week



Graph showing the number of consultation responses per week

The trend in the number of responses received is unsurprising. It is expected that the most intense times for consultations are when it first begins and when it is just about to end.

Another explanation for the increase in responses in the final days of the consultation is a group whose members helped to co-ordinate the campaign against the scheme (see 3.4) held a meeting a few days before the deadline.

3.1.2. Aylestone Leisure Centre

26 people responded using the paper forms at Aylestone Leisure Centre.

3.1.3. Email

26 unique emails were received by the Council. 21 of these were to provide comments on the scheme, while five were to request more information. Three of the emails were sent after the consultation deadline. Nevertheless these are included in this report.

3.1.4. Drop in exhibitions

The drop in exhibitions were less well attended, with the main event in Clarendon Park only being attended by 10 people.

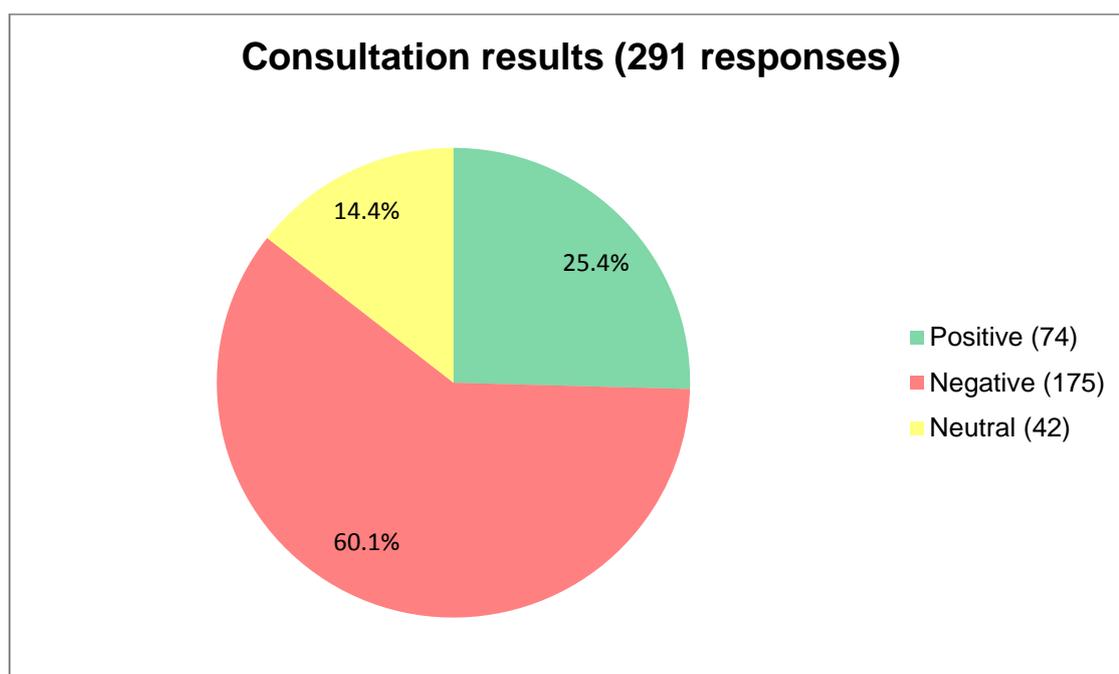
3.2. Results

The tables below summarise the overall support and opposition to the scheme. The following assumptions have been made:

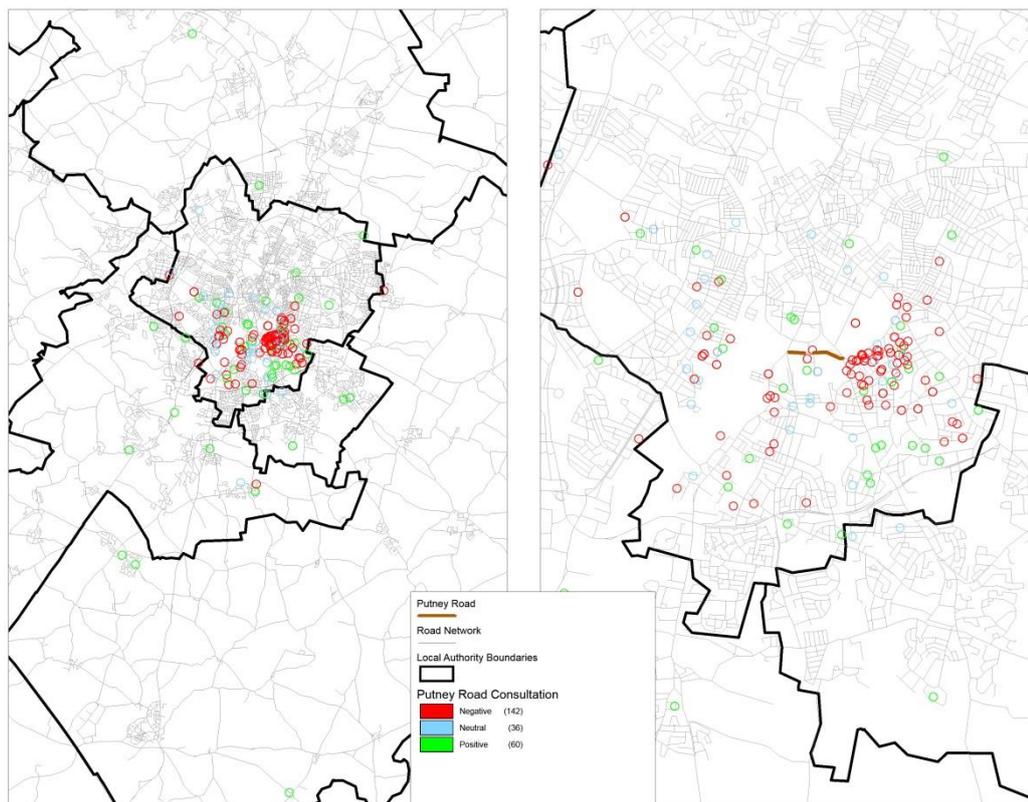
- Responses which were either balanced, or off topic/unclear have been categorised as ‘neutral’.
- A number of respondents opposed the scheme because of their opposition to the Evesham Road link and believe if they stop the Putney Road scheme they can stop the Evesham Road link. These have been categorised as ‘negative’.
- Eight respondents misinterpreted the consultation as a consultation for the Evesham Road link (it is possible the number is higher). These responses have been categorised as ‘neutral’.

| | Positive | Negative | Neutral | Total |
|--------------|-----------|------------|-----------|------------|
| Online | 63 | 146 | 30 | 239 |
| Email | 1 | 17 | 8 | 26 |
| Paper (ALC) | 10 | 12 | 4 | 26 |
| Total | 74 | 175 | 42 | 291 |

Table showing breakdown of consultation responses



Graph showing share of consultation responses



Map showing location of positive and negative responses within Leicester and Leicestershire

3.2.1. Themes

A clear number of themes emerged in the consultation responses. Of those who opposed the scheme:

- 95 people were opposed to it based on increased traffic on Victoria Park Road/the Clarendon Park area.

This concern stems from the fact that those who live in the area already believe Victoria Park Road to be significantly congested during peak times, hence is unable to take any additional traffic. Any increase in traffic will use the Clarendon Park area to 'rat run'. Respondents also drew attention to the fact that the area is largely residential and has several education institutions.

- 89 people were opposed to it based on increased air pollution.

Further to the point above, respondents were worried that any increase in traffic would result in worse air quality and more disbenefits to residents' health (both overall as it is a scheme to benefit car users, and specifically where they live).

- 83 people were opposed to it because it will increase traffic flow in the area and lead to more congestion. (15 responses specifically mentioned that highway improvement schemes lead to more congestion, with several referencing academic research on the topic such as Braess's Paradox and a 2017 report by the Campaign to Protect Rural England).

As it is a scheme to benefit car users and includes the significant redesign of the Aylestone Road/Saffron Lane junction, and no amendments to the Welford Road/Victoria Park Road junction, several respondents were worried about increased congestion at the junctions and along Putney Road, which is currently a quieter road at the moment.

- 48 people were opposed to it because of Evesham Road link/the creation of a "middle ring road".

Several saw the Putney Road Project as a prerequisite, or even the manufacturing of rationale, for the Evesham Road link. This is a project which many are strongly opposed to because it was considered to impact on Aylestone Meadows as well as create a "middle ring road" of Evesham Road, Putney Road, and Victoria Park Road.

- 42 people said we should be encouraging walking, cycling and public transport instead of cars.

Several were opposed to the scheme based on its objectives of making it easier for motor transport, when in their opinion the Council should be spending money making it more difficult, and instead encouraging sustainable methods of transport.

- 31 people said it would make things worse for cyclists¹.

This objection was mainly because Putney Road is at the moment a quiet road with little through traffic. Once the road is open to two way through traffic it will be more difficult and less safe to cycle on the carriageway.

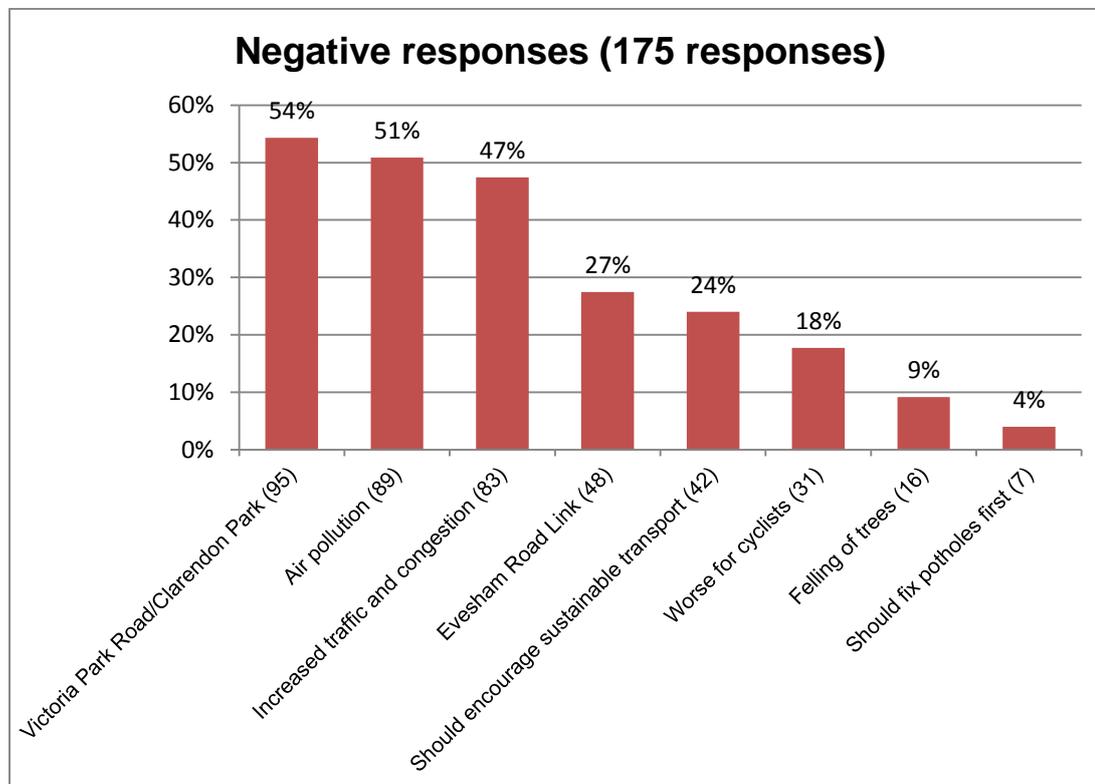
- 16 people opposed the felling of trees.

This point was often linked to the increased pollution. Some respondents raised other areas where the Council had recently felled trees.

¹ The drawing shown in the consultation is not the most recent drawing, which now includes a significantly redesigned junction to facilitate easier cycle movements through the junction.

- Seven people said we should be fixing potholes instead.

A few claimed the state of roads was poor and the money should be spent remedying this problem first.



Graph to show percentage of responses that contained a certain issue (as a percentage of total negative responses)

Of those who supported the scheme:

- 38 people supported it because it made access easier/improved connectivity for their journey.
- 26 people supported it because it would reduce congestion in the area.
- 18 people supported it because it would improve travel time on their journey.
- Eight people supported it because it would reduce pollution.

Those who supported the scheme focused more on how it would benefit journeys that they currently make in the area.

3.3. Support

As part of the bid to the NPIF, letters of support were received for the scheme from the following organisations:

- Leicester City Football Club
- Leicester Football Club (Leicester Tigers)
- University of Leicester
- Leicester and Leicestershire Enterprise Partnership (LLEP)
- John Ashworth MP (Leicester South)

3.4. Opposition

There have been a number of responses from groups in the area. There was also a campaign launched to object to the scheme by residents of Clarendon Park.

3.4.1. Putney Road Say No

There has been some official opposition organised by residents in the area in the form of the Putney Road Say No campaign. They have created a website² to respond to the Council's consultation as well as an online petition³ which has gained 274 signatures as of 10th May.

The group has several objections to the scheme, similar to those found in the online consultation responses.

- They believe the increased traffic on Victoria Park Road will lead to more rat running through Clarendon Park as Victoria Park Road is unable to handle any extra traffic.
- They are concerned that the increased use of Putney Road and Victoria Park Road will worsen air pollution in their area.
- They believe it is part of the Evesham Road link.

Their main point is that they believe the benefits of the scheme have been exaggerated by the Council and are unsupported by evidence. They have responded to each of the Council's FAQs.

They have scrutinised the bid document that was submitted to the NPIF, including the modelling that was undertaken to support the bid.

² www.PutneyRoadSayNo.org, Date accessed: 10.05.2018

³ www.change.org/p/putneyroadsayno, Date accessed: 10.05.2018

They have requested additional information far beyond what the Council would usually publish for the purposes of consultation (the letters of support as well as existing observed, existing modelled, and proposed modelled traffic flows for 17 junctions in the area during the AM and PM peaks and a 24 hour period, and journey time data for 13 journeys in the area).

This is because they claim the Council has not provided enough information for residents to make a reasoned opinion.

A detailed and critical assessment of the schemes transport modelling and air quality calculations was presented by the objectors to the Friends of Clarendon Park meeting but it has not been submitted to the Council as part of the formal response or since, despite requests, so the Council have not had the opportunity to respond to this research and its' critical conclusions.

3.4.2. Other responses

There have also been several responses emailed to the Council from the following groups in the area. Their comments are also summarised below.

Aylestone Park Residents Group

The scheme will increase congestion near residents, and will not alleviate rat running. More should be done to reduce car usage – evidence shows that new roads only create more traffic. Fear it will be used as justification for Evesham Road link.

Stoneygate Conservation Area Society

Worried about the increase in traffic on Victoria Park Road. Road improvements increase traffic. Worried that the Council's promise not to build Evesham Road could be reneged on like the promise not to open Putney Road. The Council should tackle air pollution more directly.

Leicester Disabled People's Access Group

The scheme does not improve the area for disabled people, merely mitigates the impact of opening Putney Road. More traffic along Putney Road will make it less friendly to disabled users.

Leicester South Constituency Labour Party (Castle Branch)

More should be done to increase walking, cycling and public transport use in the city. Worried about the increase in traffic on Victoria Park Road. Worried about Evesham Road and the creation of a middle ring road.

Campaign for Better Transport (Leicestershire)

The scheme is a facilitator for further projects (e.g. Evesham Road link). It will create a new route which will become congested with induced and suppressed traffic. It is unclear how the project can support economic growth or development.

Cllr Porter (Aylestone Liberal Democrats)

The scheme will create additional traffic and pollution, particularly in Aylestone Ward. The scheme will not improve journey times or the local environment, and will be detrimental to road safety.

ANNEX A – Consultation response form

Putney Road link consultation

Overview

This public engagement exercise seeks views on the planned improvement works to the Putney Road West / Aylestone Road junction.

The scheme will create a shorter route for traffic moving from east to west between the Welford Road area and Saffron Lane / Aylestone Road, and will help to relieve congestion on the southern central ring road network, particularly around the Leicester Tigers Football Club ground and the approaches from Welford Road, Aylestone Road and Upperton Road.

This reduction in congestion will improve overall vehicle travel times and air quality - we expect to see an immediate reduction in pollution across this part of the city as the scheme creates shorter routes, more efficient distribution of traffic and shorter journey times. Air quality will be measured before and after construction.

The scheme will also support economic growth by improving access for businesses in the Freeman's Common Industrial Estate. Access will also be improved to future development in the area, particularly at the University of Leicester.

While the main benefit of the scheme will be improved access for motorists and others using the road network, there will also be an improvement to walking and cycling facilities along Putney Road, making it a more attractive route for users of sustainable transport.

The consultation is designed to understand issues that might arise with this project. A final decision will be made after the consultation. If it becomes clear that the scheme will not achieve its objectives, then the scheme will be reviewed.

Please note that this is a stand-alone project and is not connected with any other road improvement scheme - either currently being considered, or potential future developments that may, or may not, ever take place.

Do you...? (please tick all that apply)

Please select all that apply

- Live near the Putney Road West / Aylestone Road junction
 Live elsewhere in Leicester Live outside of Leicester Work in the area
 Travel through the area for work Travel through the area for other reasons

What is your postcode?

(home / work as appropriate)

Please note: we collect postcode data to gain a better understanding of which parts of the city / county respond to our consultations. We cannot identify individual properties or addresses from this information.

Which mode of transport do you regularly use? (please tick all that apply)

Please select all that apply

- Bus Car Car share Cycle Mobility scooter
 Motorcycle Taxi Walk

How will the new junction affect your travel plans / routine?

Please provide a summary of both negative and positive points (as appropriate)

How will the new junction affect your life in general?

Please include both negative and positive comments (as appropriate)

Overall, what are your views on the new Putney Road / Aylestone Road junction?

ANNEX B – Leicester City Council Press Release⁴

Views being sought on proposed road link

Published on 05 March 2018

PEOPLE are being asked for their views on a proposed new road link connecting Aylestone Road and Welford Road.

Leicester City Council is proposing the new road using the route of the existing Putney Road, which currently serves as a one-way system around the Commercial Square industrial estate at Freeman's Common.

The plans involve connecting the end section of Putney Road West directly to Aylestone Road, to create a through-route to the junction of Welford Road and Victoria Park Road.

The scheme is being proposed to provide a link between the west and east of the city and reduce congestion in the surrounding area, as well as improving access for residents and businesses.

It would also provide a better route between Welford Road and Saffron Lane, improve links between sports facilities such as Grace Road cricket ground, the King Power Stadium and the Leicester Tigers' ground at Welford Road, and incorporate better cycling and pedestrian facilities.

A public consultation is being launched today (Fri 2 Mar) to give people a chance to view the plans and give their opinions. It runs until 29 April.

A series of drop-in sessions is also due to take place giving information and a chance to discuss the plans.

They take place as follows:

Geeta Bhavan, 70 Clarendon Park Road, LE2 3AD
Tuesday 13 March, 5.30-7.30pm

Saffron Resources Centre, 432 Saffron Lane, LE2 6SB
Thursday 15 March, 11am-4pm

Big Shed Conferences, 93 Commercial Square, LE2 7SJ
Tuesday 20 March, 4.30-6.30pm

⁴ Available at <https://www.leicester.gov.uk/news/news-story-details/?nid=89559> Date accessed: 02.05.2018

Tuesday 27 March, 9.30am-12.30pm

The Department for Transport has made £3.43million available to the city council for the project, from its National Productivity Investment Fund, and the city council is contributing £1.5million from its own capital programme.

Work would be carried out at the junction of Aylestone Road/Saffron Lane/Putney Road West, and also at the junction of Freeman's Common and Commercial Square. It is proposed to begin in autumn 2018 and continue until summer 2019.

Leicester City Mayor Peter Soulsby said: "These proposals would create a much-needed road link between Welford Road and Saffron Lane, which is currently only possible by cutting through the residential streets in Knighton Fields.

"In contrast, the existing route of Putney Road between Welford Road and Aylestone Road is surrounded largely by industrial premises and warehouses.

"The scheme would involve improving that route by making parts of it two-way, widening the pavements and adding some new lanes for turning at the junctions, as well as creating some new cyclist and pedestrian crossings.

"Creating a more easily-accessible, better-connected route across this part of the city would in turn ease congestion on other parts of the road network and benefit motorists across the city.

"This consultation process is the chance for people to see the plans, ask questions and give their views, so we can taken [sic] them into account in the decision-making process."

Traffic redistribution projections carried out by the council have shown that the proposals could lead to a significant decrease in rush-hour traffic along roads including Clarendon Park Road, Oakland Road, Knighton Fields Road West and Knighton Lane East. There would be a slight increase in morning rush-hour traffic along Victoria Park Road.

This would lead to a saving in carbon dioxide of 340 tonnes a year – the equivalent to 250,000 miles of driving by a heavy goods vehicle.

The consultation is online at: consultations.leicester.gov.uk

(Ends)

ANNEX C – Leaflet

Putney Road project



Information booklet



What is the Putney Road project?

- The scheme is to provide a link between Aylestone Road (A426) and Welford Road (A5199).
- Putney Road is an existing link between Aylestone Road and Welford Road but does not connect directly to Aylestone Road. It currently serves as a one way system around the Commercial Square Industrial Estate.
- The Department for Transport has made available £3.43m from the National Productivity Investment Fund for the project, and the council is contributing £1.5m from the transport improvement part of its Capital Programme.

Why are we doing the project?

The scheme will:

- Provide a link between the east and west of Leicester and reduce congestion in the surrounding area.
- Provide better access for residents and businesses, support economic growth and jobs, and create investment opportunities in the area.
- Provide an alternative route to travel and reduce impact on residential areas between Welford Road and Saffron Lane.
- Improve links to sports facilities at Grace Road, King Power Stadium, and Welford Road Stadium.
- Improve cycling and pedestrian facilities across the area.

Which roads will be affected during the works?

The scheme involves work to the following junctions:

- Aylestone Road/Saffron Lane/ Putney Road West.
- Commercial Square/Freemans Common junctions.



When are we doing it?

Construction is planned to start in Autumn 2018 and will continue until Summer 2019.

Precise details will be confirmed following discussions with the contractor and those affected by the works will be kept informed.



How will it affect me?

This scheme will improve accessibility in the area for all users.

There will be some disruption during the works but this will be kept to a minimum whenever possible. Traffic diversions are likely.

There will be a dedicated public liaison officer whose main role will be to communicate what is happening to people living and working in the area and to respond to any queries or concerns that may arise.

Details of traffic management arrangements and what work will be carried out when will be available in advance of the work taking place.

Where can I get more information?

Information will be available on the city council website, along with an online comments form, where you can give us views on the proposed works: consultations.leicester.gov.uk

The scheme will also be available to be discussed at the following drop-in events

Geeta Bhavan,
70 Clarendon Park Road, LE2 3AD
on **Tuesday 13 March**, 5.30 - 7.30pm

Saffron Resources Centre,
432 Saffron Lane, LE2 6SB on
Thursday 15 March, 11am - 4pm

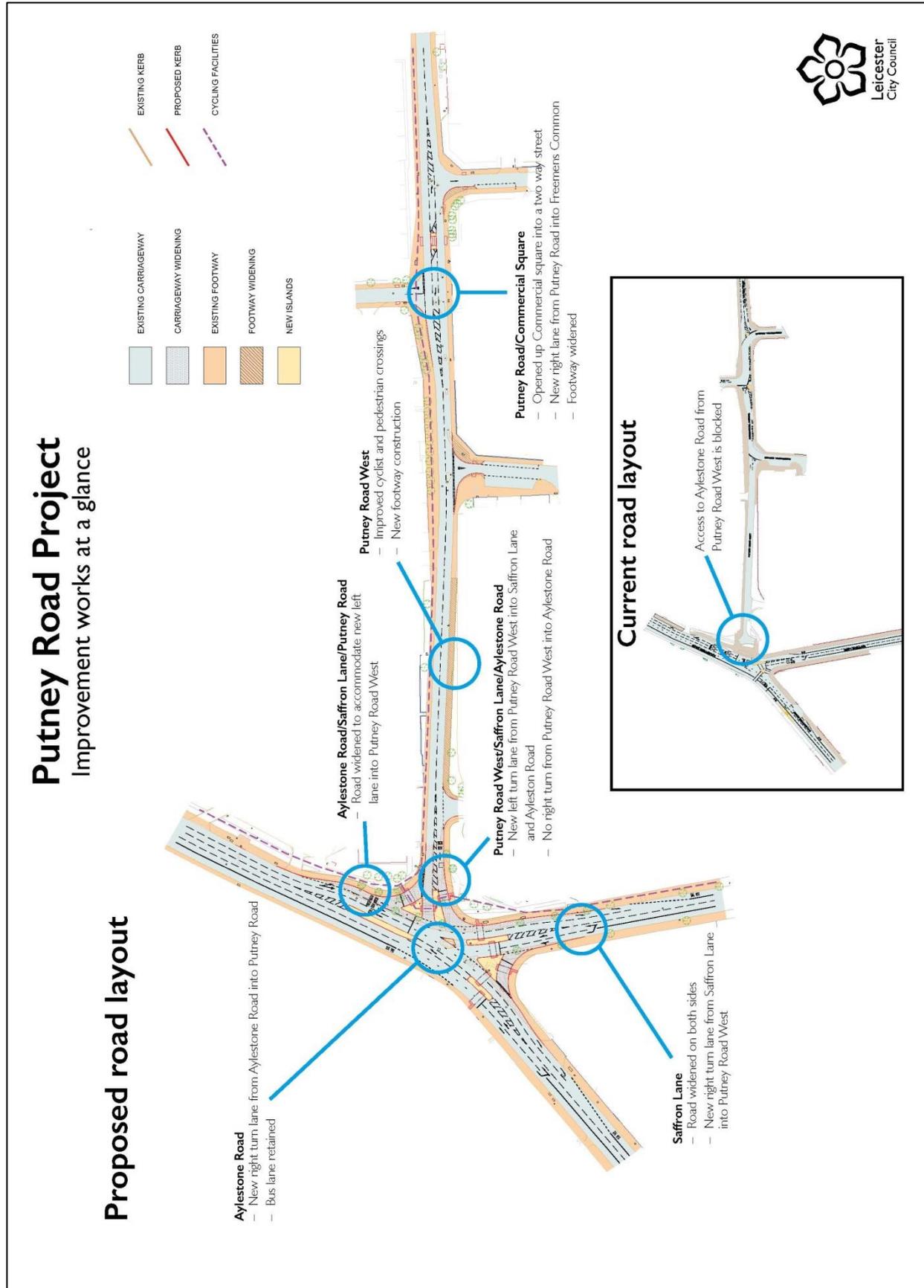
Big Shed Conferences
93 Commercial Square, LE2 7SJ
Tuesday 20 March, 4.30-6.30pm
Tuesday 27 March, 9.30am-12.30pm

Where will it affect me?

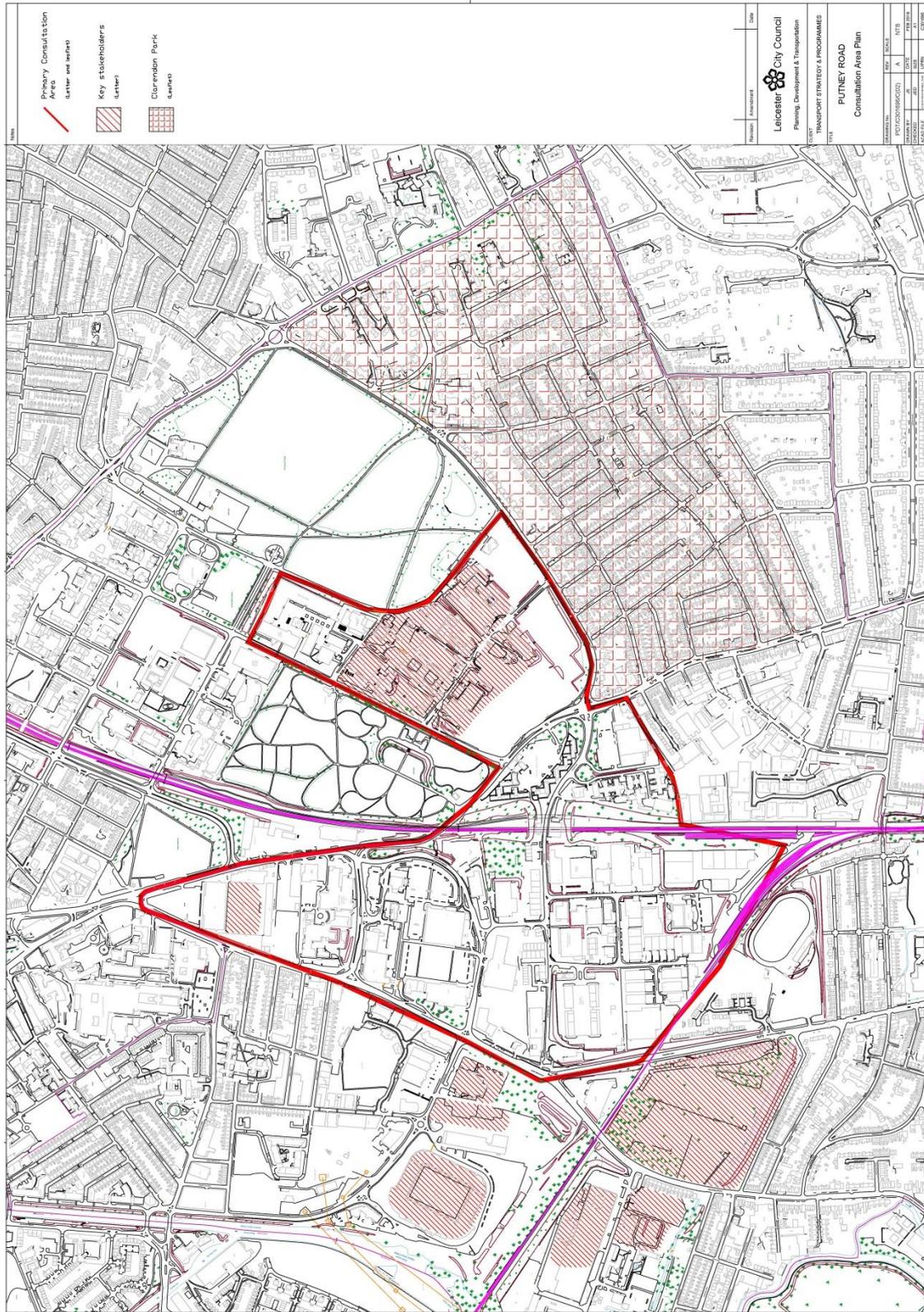
Staff will be available at each of these events to answer any questions. If you are not able to make it to the exhibition then please call **0116 454 1000** or email major-transport-projects@leicester.gov.uk and we can try to arrange a separate meeting.

We will be accepting comments until 29 April 2018.





ANNEX D – Leaflet distribution map



ANNEX E – Letters sent to key stakeholders

Please ask for: James Spencer
Direct line: (0116) 454 5088
Email: james.spencer@leicester.gov.uk
Our ref: PDT/C301696/C(01)



26 Feb 2018

Dear Sir/Madam,

RE: Putney Road Project Consultation

Leicester City Council is proposing to construct a short section of new road to connect Putney Road West onto Aylestone Road at its junction with Saffron Lane. Putney Road West will form a single link between Aylestone Road and Welford Road. The top section of the one way system around Commercial Square industrial estate will be amended to be a two way street. The remaining one way system will be retained. A plan of the proposed layout attached.

The scheme will have a number of benefits to the area including:

- Reduced congestion in the surrounding area
- Improved accessibility for businesses around Freemens Common and Commercial Square
- Provide an alternative route to travel and reduce impact on residential areas between Welford Road and Saffron Lane
- Improve investment opportunities in the area

The scheme is partly funded by the National Productivity Investment Fund. The Department for Transport has made available £3.43m from the Fund to support economic growth and support jobs. The provision of a direct access from Aylestone Road and Saffron Lane to Welford Road will meet these objectives.

Construction is planned to start in autumn 2018 and will be completed in summer 2019. There will be disruption during the works and some traffic diversions are likely but this will be kept to a minimum whenever possible.

We will be consulting on these proposals from Friday 2 March for a period of 8 weeks. We would appreciate it if you could provide feedback on the scheme as it will affect traffic in the area.

The public consultation and survey will be available online from **Friday 2 March 2018** at **consultations.leicester.gov.uk**. Comments will be accepted until **Sunday 29 April 2018**.

If you would like any further information on the scheme please contact the Project Team at **major-transport-projects@leicester.gov.uk**.

Yours faithfully,

James Spencer

Assistant Engineer (Major Transport Projects)
Transport Strategy & Programmes
Leicester City Council

ANNEX F – Frequently Asked Questions

What are the main benefits of the scheme?

By providing a link between Aylestone Road and Welford Road, the scheme will help to relieve congestion on the southern central ring road network, particularly the route around the Leicester Tigers Football Club ground / former Granby halls site and the approaches from Welford Road, Aylestone Road and Upperton Road.

This is a critical part of the city's highway network, providing access to both the city centre and wider destinations. The reduction in congestion will overall improve vehicle travel times and air quality.

It will support economic growth by improving access for the businesses in the Freeman's Common Industrial Estate. Access will also be improved to future development in the area, particularly at the University of Leicester.

Cycling and pedestrian facilities will be improved across the area, making it a more attractive route for users of sustainable transport.

What effect will the scheme have on air quality?

Overall we would expect to see an immediate reduction in pollution across this part of the city as the scheme creates shorter routes, more efficient distribution of traffic and shorter journey times. Air quality will be measured before and after construction.

What will be the effects on Victoria Park Road and Clarendon Park Road?

We expect to see some redistribution of traffic from residential roads in Clarendon Park onto Victoria Park Road, which will see an increase of around 10%. This will compliment Clarendon Park's status as a destination, not a through route.

How will it affect rat running?

The scheme creates a shorter route for traffic moving from east to west between the Welford Road area and Saffron Lane / Aylestone Road. It will provide an alternative to Knighton Lane East for example.

How will it affect me?

As previously stated, the scheme will improve movements to and from Aylestone Road / Saffron Lane, and there is likely to be an increase on traffic on Victoria Park Road. There will also be a slight increase of traffic on University Road as the scheme improves linkage from Aylestone Road to Regent Road. The university are exploring options for a potential scheme on University Road.

Will the scheme attract new traffic to the area?

The scheme is designed to have positive localised benefits for businesses and resident in the area. Due to its scale it is not expected to attract new traffic from further afield.

Clarendon Park residents were previously told that this junction would never be built

The city continues to change considerably in terms of development and economic growth. It is the council's responsibility, and vital for the growth of the city, to provide a suitable highway network. The area around Aylestone Road and Welford Road is home to many important institutions in the city whose importance has grown – Leicester City Football Club, Leicester Tigers, Leicestershire County Cricket Club, the Leicester Royal Infirmary, the University of Leicester, and De Montfort University. Improving access to these will be a benefit to the city.

Is this scheme connected to any proposals to build a link road at Evesham Road?

No – this scheme stands alone as a project and provides benefits to the area independently of other highway projects. References in the Department of Transport bid document to the Evesham Road link are intended only to reflect the presence of the existing highway improvement lines and to put this in the context of the Putney Road scheme, recognising there may be potential linked opportunities should this link be built at some point in the future.

All existing highway improvement / line schemes are currently subject to review as part of the ongoing Local Plan process where we are consulting over potential safeguarding provisions required for new transport links linked to future development. (See consultations.leicester.gov.uk/sec/leicester-local-plan-reference-documents/)

In relation to the Evesham Road link scheme, no decisions have been made on taking this forward and there is currently no detailed scheme design or funding allocated. A detailed transport feasibility assessment would have to be carried out to demonstrate the benefits of such a scheme to the wider transport network.

Can Putney Road be amended to be one way?

No – the key objectives of the scheme are to improve movements between Aylestone Road and Welford Road, in both directions, and to improve access to businesses on the Freeman’s Common Industrial Estate. Amending Putney Road to be one way would not deliver the objectives of the project.

Have impacts of the University of Leicester’s Freeman’s Common development been considered?

Yes – the council has been in regular contact with the university regarding the two projects. A traffic impact assessment is being carried out by the university on their development in conjunction with these proposals.

Will the scheme go ahead irrespective of the outcome of the consultation?

The consultation is designed to understand issues that might arise with this project. A final decision will be made after the consultation. If it becomes clear that the scheme will not achieve its objectives, then the scheme will be reviewed.

How will this proposal affect bus routes?

The scheme may improve the viability of a bus route. However, any decision to run a service will be made by bus operators and not the council.

How was this proposal developed?

Once funding becomes available, the council looks at problem areas in the city and how they might be solved. This is then compared against the criteria of the funding. The Putney Road scheme was considered to meet the objectives of the National Productivity Investment Fund and the Department for Transport awarded us the funding on this basis.

How does this scheme benefit anyone but car users?

While the main benefit of the scheme will be improved access for motorised users, there will also be an improvement to walking and cycling facilities along Putney Road.

The council submitted a second bid to the National Productivity Investment Fund to ease bus congestion around the city, for which we were also awarded funding by the Department for Transport.

How will the scheme be funded?

The Department for Transport has made available £3.43m from the National Productivity Investment Fund for the project, and the council is contributing £1.5m from the transport improvement part of its capital programme.

How can I get more information and give feedback on my views?

Visit the council's consultation website (consultations.leicester.gov.uk/). The consultation opens on Thursday 1 March and closes on Sunday 29 April.

Members of staff will also be available to discuss the project at the following drop-in events:

- **Geeta Bhavan**, 70 Clarendon Park Road, LE2 3AD
Tuesday 13 March, 5.30-7.30pm
- **Saffron Resources Centre**, 432 Saffron Lane, LE2 6SB
Thursday 15 March, 11am-4pm
- **Big Shed Conferences**, 93 Commercial Square, LE2 7SJ
Tuesday 20 March, 4.30-6.30pm
Tuesday 27 March, 9.30am-12.30pm