

Please ask for: Mr. Steve Warrington  
Direct line: (0116) 454 2867  
Email: [steve.warrington@leicester.gov.uk](mailto:steve.warrington@leicester.gov.uk)  
Our ref: HT//SRW/N109892C/C02  
Date: 3<sup>rd</sup> March 2017



The Occupier

Dear Occupier,

### **LONDON ROAD/ST JOHNS ROAD – ACCIDENT REDUCTION SCHEME.**

I refer to my letter of 8<sup>th</sup> February 2016 asking for views on the proposed accident reduction scheme at the junction of London Road and St Johns Road.

The consultation produced a 47% response rate. 48% of residents were in favour of the proposals and 52% were against. In addition, a site meeting was held with residents of St Johns Road on 19<sup>th</sup> February 2016.

Various suggestions for alternative proposals have been made. These are discussed below:-

#### **Option 1 – Closure of St Johns Road at its junction with London Road**

Rejected as it is not possible to create a turning head to allow Biffa lorries and others to turn around.

#### **Option 2 – Prohibition of vehicles from entering St Johns Rd from London Rd complimented by speed cushions on St Johns Rd. (This was the scheme consulted upon)**

Pros Addresses the identified accident problem at the junction of London Road and St Johns Road

Cons Supported by 48% of residents consulted

Traffic displacement to Holmfield Road (Approx additional 370 vehicles/12hr day)

#### **Option 3 – Closure of St Johns Road at its junction with Holmfield Road**

Pros- Suggested by residents of St Johns Road

Cons Does not fully address the identified accident problem at the junction of London Road and St Johns Road as vehicles will still be able to turn into St Johns Road

The creation of a turning head would result in a built-out footway into Holmfield Road. This would require the reprofiling of Holmfield Road in order to create a consistent profile so as not to adversely affect road safety on that road

Parking could take place in the turning head which would create road safety problems

Turning head may not cope with larger vehicles

Traffic displacement to Holmfield Road (Approx additional 1100 vehicles/12hr day)

#### **Option 4 – Electronically operated rising bollards**

Pros- Enables access by those large vehicles with a code.

Cons- Does not fully address the identified accident problem at the junction of London Road and St Johns Road as vehicles will still be able to turn into St Johns Road

Potential misuse of code

Traffic displacement to Holmfield Road (Approx additional 1100 vehicles/12hr day)

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Risk of damage/vandalism which could take days or even weeks to repair and adversely affect emergency vehicle access.

Increase in noise pollution due to the audible warning system which would create a nuisance for residents, particularly at night

Increase in air pollution as vehicles wait to enter.

**Option 5 – Mechanical drop-down/telescopic bollards**

Pros- Enables access by those large vehicles with an access key

Cons- Does not fully address the identified accident problem at the junction of London Road and St Johns Road as vehicles will still be able to turn into St Johns Road

Potential misuse of key access

Traffic displacement to Holmfield Road (Approx additional 1100 vehicles/12hr day)

Risk of damage/vandalism which could adversely affect emergency vehicle access.

Increase in noise pollution as bollards are dropped down which would create a nuisance for residents, particularly at night

Increase in air pollution as vehicles wait to enter.

**Option 6 – Prohibition of vehicles from entering St Johns Road from London Road (No speed cushions)**

Pros - Addresses the identified accident problem at the junction of London Road and St Johns Road

Cons Traffic displacement to Holmfield Road (Approx additional 370 vehicles/12hr day)

After consideration of the pros and cons of all the above options, officers are of the view that the preferred course of action is Option 6 – Prohibition of vehicles from entering St Johns Road from London Road (No speed cushions).

The Council would therefore like to hear your views on the proposals shown on the attached Drawing No. HD/N109892C/L(0)/CO1b. A response form is included with this letter. Please send this back in the envelope provided by 27<sup>th</sup> March 2017 (no stamp is required). The response form can also be filled in on-line at [consultations.leicester.gov.uk](http://consultations.leicester.gov.uk).

Your response will be included in a report on the proposals which goes to the City Mayor who will decide to go ahead with the proposed changes or not.

If you would like to talk with your Ward Councillors about this please contact:

Councillor Lucy Chaplin

Telephone: 07875 546574

Email [lucy.chaplin@leicester.gov.uk](mailto:lucy.chaplin@leicester.gov.uk)

Councillor Kirk Master

Telephone: 07736 194821

Email: [kirk.master@leicester.gov.uk](mailto:kirk.master@leicester.gov.uk)

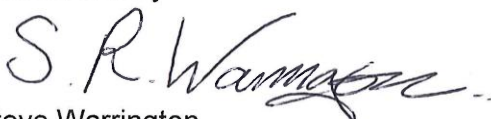
Councillor Aminur Thalukdar

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Or if you would like to talk to me please phone (0116) 454 2867 or you can e-mail me at [steve.warrington@leicester.gov.uk](mailto:steve.warrington@leicester.gov.uk)

Yours faithfully



Steve Warrington

Transport Development Officer.