

# Glen Parva News

Welcome to  
**GLEN PARVA**

October 2012

## Glen Parva Parish Council objects to Leicestershire County Council's A426 Bus Lane Scheme...and needs you to do the same by 26 October 2012

### *If you don't object now, on Leicester Road, Lutterworth Road and Aylestone Road you will:*

- ✦ **Experience severe traffic delays for nearly a year starting January 2013** — the LCC say it will take this long to complete the bus lane scheme;
- ✦ **Sit in long traffic queues next to empty bus lanes as only 4 buses an hour will use the bus lanes when completed** — Arriva have reduced services by 50% and LCC have terminated the 73 bus service due to a lack of demand;
- ✦ **Save only 5 minutes total bus journey time between Leicester Station and Lutterworth!** — LCC estimated time saving;
- ✦ **Have the widths of pavement drastically reduced to 1.8 metres putting children and pedestrians in danger;**
- ✦ **See the value of houses go down as an attractive residential setting is destroyed** — LCC will make home owners living along the route cut down trees and hedges;
- ✦ **See £4.7Million of tax payers' money wasted, when essential Council services are being cut and people are made redundant;**
- ✦ **Be fined if using the bus lane by enforcement cameras operating 24/7;**
- ✦ **See the quality of your life, health and the environment suffer as congestion, noise, and pollution increase!**

**To object to this proposed bus lane scheme complete the reply card provided by LCC; write to LCC at the following address: Environment & Transport Department, Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 6ZP and/or email your objections and comments to the following:**

- |   |                               |
|---|-------------------------------|
| • Leicestershire County Council:              | bbafe@leics.gov.uk            |
| • Lesley Pendleton-LCC Highways Lead Member:  | lesley.pendleton@leics.gov.uk |
| • Alan Bailey, LCC Councillor for Glen Parva: | alan.bailey@leics.gov.uk      |
| • Andrew Robathan your MP:                    | southleicscons@btconnect.com  |

**Make sure you copy Glen Parva Parish Council into your email: [j.small@gppcouncil.org.uk](mailto:j.small@gppcouncil.org.uk)**

### Objections to claims made by Leicestershire County Council about the Benefits of the A426 Bus Scheme

LCC claim the scheme will achieve:	The following Objections are made in response to LCC's claims:
1. Reduced and more predictable journey times and improved reliability for buses.	1. Even after a 50% reduction by Arriva in the number of buses, the existing service currently fails to run to timetable even during off peak periods when there is light traffic on the A426.
2. Increased bus patronage as a result of the journey time improvements, quality improvements, information provision and marketing.	2. LCC provide no evidence and customer insight to support this statement. Their statistical data is spurious as it is based on totally out-of-date 2001 census data. 3. The petition signed by the local community and objecting to the scheme also states they will not use buses when the scheme is completed any more than they do now. 4. An increase in take up is unlikely as bus services do not link up with other forms of public transport. It is a 15-20 minute walk from the nearest bus stop to Leicester Railway Station.
3. Reduced congestion as a result of the junction improvements and mode shift to public transport.	5. The petition illustrates that a mode shift to public transport is highly unlikely. 6. Longer queues of traffic moving at a lower speed limit of 30mph will cause increased congestion; will result in longer car journey times and increase vehicle pollution levels. 7. New pedestrian crossings will lead to greater congestion as traffic flow is interrupted by crossing light changes. 8. Bus gates will also interrupt traffic flow and stop traffic moving.
4. Reductions in carbon emissions as a result of the reduced congestion.	9. The scheme will INCREASE not decrease CO <sub>2</sub> emissions 10. Vehicles will be forever stop-starting and sitting stationary at one set of traffic lights or another. 11. Car Journeys that can currently be driven non-stop in either direction on Leicester Road will be highly unlikely to occur.
5. Benefits to the businesses of better journey time reliability for both employees and delivery vehicles.	12. Employees who use buses know how buses operate now and plan accordingly. 13. Delivery vehicles will be stuck in the traffic queues as they cannot use bus lanes.
6. Improved access to work and training.	14. Access to work will only apply to people who work on or near to the A426. 15. People who work and train elsewhere will be severely delayed.
7. Improved pedestrian crossing points	16. No evidence that existing pedestrian crossings are unsafe. 17. Additional crossing points will lead to further delays for road user and more congestion.
8. Proposed speed limit reduction between a point just south of the (A563) Soar Valley Way junction and a point just south of the Woodbank junction to improve safety for all road users along that section of the A426	18. Children, pedestrians and road users will be put in danger as footpaths reduced to 1.8 metres wide. 19. Home owners who have to use the existing verges and footpaths as refuges to turn their vehicles around and safely join traffic from driveways will have to reverse illegally into traffic from their driveways. They may also have difficulty seeing pedestrians on dark mornings/evenings. 20. The width of the carriage way in both directions of the road will be much narrower
9. Improvements for cyclists – bus lanes will enable safer cycle use along the A426	21. Cyclists find it quicker and safer to use the Great Central Way to get into the city centre as it avoid traffic lights the steep gradients on the A426. 22. Existing pavement widths also enable safe cycling. 23. The existing width of the road also allows for the safe overtaking of cyclists. 24. Cyclists and motorcyclists will be put in danger when trying to turn right as the carriageway will be narrower on both sides.
10. Safety improvements at junctions – the scheme would also be addressing one of the City Council's high priority accident sites at the Soar Valley Way (A563)/ Lutterworth Road (A426) junction	25. This junction is not locally known as an accident black spot, unlike the junction at A596 Soar Valley Way and the B4114 near Sainsbury's that is considered to be an accident black spot.
11. Better emergency vehicle access	26. This is likely to be worse as emergency vehicles currently and regularly drive up the centre of the road but they won't be able to do that as the hatching will no longer exist. So if there are buses in the bus lane and queuing traffic in both directions emergency vehicles could be stuck in traffic. Or if they use the bus lane they may not be able to rejoin the main carriage way again due to traffic.
	27. The LCC have relied upon out of date information from the 2001 Census and schemes from 2006.