

**LEICESTER CITY COUNCIL (ST MARGARET'S BUS STATION AREA, NORTHERN CENTRAL RING ROAD, LEICESTER) (PROHIBITION OF DRIVING, RED ROUTE – NO STOPPING AND PARKING PLACES – SPECIFIED CLASSES OF VEHICLES) TRAFFIC REGULATION ORDER 2023, (AMENDMENT NO.1) (GRAVEL ST & BURLEYS WAY) 2025**

**Statement of Reasons**

**Please refer to the accompanying plan**

**Gravel Street:**

between Churchgate & Sandacre Street:

There is an issue with traffic flows & congestion on Gravel Street up to the junction with Sandacre Street. This problem is exacerbated by an existing 10-minute drop-off bay (thick green line on the attached plan) which is intended for use by vehicles picking up & dropping off passengers at the bus station and is located on the south side of Gravel Street just south-west of the Sandacre Street junction.

This bay means that there is effectively only room for a single lane of traffic up to Sandacre Street. Vehicles wishing to continue along Gravel Street past the bus station to Abbey Street, or turn right into Sandacre Street have to queue in the same lane of traffic, causing congestion.

The proposal is to remove the existing 10-minute drop-off bay just south-west of the Sandacre St junction, (as shown in green on the plan). This will allow a stretch of 2 lanes of traffic to be created on Gravel Street from approximately opposite the south-west side of New Road to the junction with Sandacre Street to separate ahead only and right-turning traffic. Lane arrow markings will be marked on the carriageway to indicate the direction of flow for each lane (also indicated on the plan).

In order to keep a number of drop-off bays for the bus station, (where we had previously proposed payment bays closer to Churchgate on the south-east side of Gravel Street), these bays will now be proposed as 10 minute drop-off bays (light blue dashed lines), and the previously proposed payment bay on the north-west side of Gravel Street in the layby close to its junction with Churchgate, will now also be proposed as a 10 minute drop-off bay

Under regulation, introduce an additional bus stop clearway restriction (pink dotted line) directly behind the existing bus stop clearway restriction (thick red line).

**Sandacre Street:**

South-west side,

Revoke 2 lengths of loading bay (green lines on plan) to be replaced with double red lines, no stopping at any time (dotted red lines on plan). There is a dropped kerb (A, on the plan) which has already been built to service Site 2 & an 11m loading bay (Blue line) will be left at the far end of the dropped kerb to allow delivery & Service vehicles to stop when servicing the development via the dropped kerb.

North-east side:

Club Republic (location shown on plan) have asked for a loading bay near to their loading doors (A, on the plan), & a 9-metre long loading bay is proposed nearby

(shown by the dotted blue line). A bus swept path study has been carried out & Officers are satisfied that there will be room for buses to switch from the north-east side to the south-west side to negotiate the bays if they are both occupied. The City Council has also consulted with the bus companies regarding this.

**Mansfield Street:** South-east side:

A loading only bay between 7am – 1pm (purple dotted line) is proposed approximately opposite another Club Republic loading entrance (location 'B' on the plan) where they receive gas deliveries between 9am & 12 pm. This will replace the existing red line no stopping 7am – 7pm. Stopping will still be prohibited between 1 – 7pm in order to address Police concerns about queueing traffic affecting Police vehicles ability to access the Mansfield St Police station car park during the afternoon when traffic flows are greatest.

**Burleys Way:**

In addition, city council officers propose to amend the existing Traffic Order for the Red Route on the section of the inner ring road between Churchgate/St Margarets Way and London Road, including Burleys way, St Margarets Way & St Georges Way.

At present the Traffic Order is for a Red Route to be indicated on street by double red lines marked on the carriageway between these junctions. There has been a delay in implementing this measure (and double yellow lines are still currently in place), mainly due to the overall length of the dual carriageway that is affected by the current prohibition. After internal discussion it was felt that it would be simpler to use a signing strategy. This approach would be better for drivers to understand the prohibition via traffic signs, as the signs state 'Red Route Clearway - No Stopping' rather than having road markings meaning No Stopping. There is no change to the Order as it relates to No Stopping at any time. The fundamental change is from a lining strategy over to a signing strategy.

These proposed amendments should be implemented on the following grounds:

For preserving and improving the amenities of the area through which the roads run

To improve the parking and loading facilities in the area to benefit of the operation of the bus station & local businesses.