

LEICESTER CITY COUNCIL

THE LEICESTER (CONSOLIDATION) TRAFFIC REGULATION ORDER 2006 (AMENDMENT) (CALAIS STREET, CHATHAM STREET, GRANBY STREET AND YORK STREET) LEICESTER (No.350) ORDER 2024

STATEMENT OF REASONS

Leicester City Council (the Council) in exercise of their powers under Section 1, 2, 4, 5, 32, 35, 45, 46, 47 and 49 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and of all other enabling powers and after consultation with the Chief Officer of Police has made a Traffic Regulation Order in part.

A Traffic Regulation Order should be implemented on the following grounds:

- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians) and;
- For preserving or improving the amenities of the area through which the road runs.
- For avoiding danger to persons or other traffic using the road to which the order relates or any other road, or for preventing the likelihood of any such danger arising

For the redevelopment of the Granby Street area, there is funding provided by the Connecting Leicester Project. The previous layout on Granby Street had been in place since temporary measures were put in place during Covid restrictions. The layout allowed more space for pedestrians as this is the main pedestrian route between the railway station and the city centre. It also provided space to give potential opportunities for street cafes. These measures have now been made permanent which includes the retention of the permanent contraflow cycle lane.

Please note the remaining part of the order for Dover Street will be confirmed at a later date.

Below are the following changes made to the Granby Street area (excluding Dover Street);

- **Calais Street** - Introduction of evening parking and moving the Pay and Display parking from the south side to north side to make best use of the available kerb space. Plus, amendment to one way to exempt cycles along its whole length.
- **Chatham Street** - Reduce existing Pay and Display bays to enable disabled parking and loading bay whilst retaining Pay and Display bays on the remainder of the street. Plus, amendment to one way to exempt cycles along its whole length.
- **Granby Street**- Removal of on street parking and loading facilities to enable larger pavements for pedestrians and a permanent contraflow cycle lane.
- **York Street**- Introduction of one way except cycles along its whole length. Amendment to waiting restrictions to provide Disabled parking bays, Loading bays and Pay and Display bays