

STATEMENT OF REASONS

Britannia Street, Russell Square and Woodboy Street, Leicester – Parking Provisions and Restrictions. Proposed amendment.

Leicester City Council has received concerns and a request to look at issues on Britannia Street. Particularly in relation to Heavy Goods Vehicle (HGV) movement and parking arrangements. The issues raised specifically involve the accessibility and manoeuvrability of HGVs around junctions leading into Britannia Street from Russell Square and the ability to do so safely. As well as concerns regarding the adequacy of parking provisions for both loading and other motorists.

Britannia Street is approximately 145 metres in length. The concerns raised relate to the first 66 metres of Britannia Street from the junction of Russell Square. Currently the junction protection at Russell Square and Britannia Street are Double Yellow Lines (DYLs), this is where waiting is prohibited at all times, this is approximately 6 metres in length.

On the northern side of Britannia Street where the DYLs ends, there is a limited waiting bay for one-hour. It operates Monday to Saturday from 9:30am to 4pm and is approximately 8 metres in length. Followed by a DYL approximately 10 metres in length. When the bay is occupied, there is a potential difficulty and risk for HGV drivers attempting to turn into the road.

On the southern side of Britannia Street, where the DYLs ends. There is a combination of DYLs and Single Yellow Lines (SYLs) for approximately 40 metres. SYLs mean waiting is restricted at specific times. In Britannia Street the SYLs operate Monday to Saturday from 7:30am to 6pm. This restriction is followed by a limited waiting bay for one-hour and operates on the same days and times as the paragraph above. This bay approximately 16 metres in length and then followed by a SYL for approximately 3 metres.

On the western side of Russell Square, between the junction of Woodboy Street and Britannia Street, has a limited waiting bay that again operates the same as third paragraph. This bay is approximately 27 metres in length. On either side of this bay are DYLs extending 5 metres to the junction of Woodboy Street and 8 metres to the junction of Britannia Street.

In addition, the one-way restriction present on Britannia Street and Woodboy Street at their junction with Belgrave Gate is signed as a no-entry. The order will be updated to be a no-entry to accurately reflect the signs on street.

The proposed changes for the area are as follows.

- 1) Extend the junction protection of No Waiting 'At any time' at the junctions of Britannia Street and Russell Square to 10 metres in length and introduce a loading ban operating on all days and at all times for 10 metres from the corners for both Britannia Street and Russell Square.
- 2) Revoke the limited waiting bay on northern side of Britannia Street by the junction of Russell Square and replace it with DYLs, to have a stretch of DYLs for approximately 23 metres from the junction.
- 3) Revoke the no waiting, Monday to Saturday 7:30am to 6pm on the south side of Britannia Street and replace with a limited waiting, one hour bay operating from 9:30am to 4pm Monday to Saturday inclusive, this bay will be 10 metres in length. Starting 10 metres from it junction with Russell Square.
- 4) Revoke the existing no waiting restriction (Mon to Sat 7:30am - 6pm) on the south side of Britannia Street which starts approximately 25 metres from junction of Russell Square and is 12 metres in length. This will be replaced by a limited waiting bay that

operates at the same days and times as the other bays on the street. The bay will cover approximately the same length of the revoked waiting restriction.

- 5) Revoke the existing limited waiting bay on the southern side of Britannia Street, starting approximately 46 metres from the junction with Russell Square. Additionally, revoke the no waiting restriction (Mon to Sat from 7:30am - 6:00pm) on both sides of the waiting bay. These will be replaced with a loading only bay, approximately 20 metres long, and shall operate from 7:30am to 6:00pm Monday to Saturday inclusive.
- 6) Extend the junction protection and introduce a loading ban 'at any time' at the junctions with Woodboy Street and Britannia Street on Russell Square. Increasing the DYLS to 10 metres in length at each junction. This will reduce the length of the limited waiting bay on Russell Square by 7 metres.
- 7) Introduce a loading ban 'at any time' on the DYLS on the north side of Woodboy Street at its junction with Russell Square, covering an area approximately 7 metres in length.
- 8) Update the one-way restriction on Britannia Street and Woodboy Street to a no-entry.

Summary:

The current layout and parking provisions are contributing to safety concerns, particularly for larger vehicles such as HGVs, which may struggle to navigate the junction when the adjacent waiting bay is occupied. These issues have the potential to cause congestion, obstruct traffic flow, and increase the risk of accidents.

Introducing a loading ban up to 10 meters at the junction of Britannia Street and Russell Square, will ensure clear sightlines and better manoeuvrability for vehicles, especially HGVs, when turning into Britannia Street.

Moving the limited waiting bay on the northern side of Britannia Street to the southern side and replacing it with DYLS will help create a clearer route for larger vehicles like HGVs entering the street via Woodboy Street. While retaining the same number of parking spaces for other motorists.

Replacing the existing limited waiting bay with a 20 metres long loading bay will provide dedicated space for loading, reducing the risk of congestion and ensuring that large vehicles can operate without obstructing traffic. Additionally, replacing the SYLS with a limited waiting bay maintains the current level of parking provisions for other motorists.

Overall, these changes aim to balance the need for effective parking with the safe and expeditious movement of traffic which includes pedestrians.