

LEICESTER CITY COUNCIL (ST MARGARET'S BUS STATION AREA, NORTHERN CENTRAL RING ROAD, LEICESTER) (ONE-WAYS, RED ROUTES – NO STOPPING AND PARKING PLACES - SPECIFIED CLASSES OF VEHICLES) TRAFFIC REGULATION ORDER 2021

STATEMENT OF REASONS

The Connecting Leicester programme has already delivered a number of major transport improvements which have reconnected and strengthened the city as a place to visit for business, shopping, leisure and cultural purposes. The work focuses on major sustainable transport improvements to provide attractive choices for people to get to work, education, local and other facilities supporting the city's growth and deliver on the council's climate emergency, air quality and healthy living commitments.

The **St Margaret's** Gateway scheme has secured funding to redevelop the bus station and the area around Mansfield Street to provide enhanced connectivity to the wider transport improvements made around the Railway Station and as part of the A6 corridor. Highway works associated with the scheme include **Burleys Way/Abbey Street** junction, **Abbey Street**, **Gravel Street**, **New Road** and **Mansfield Street**. For pedestrians and cyclists, to improve connectivity, a new pedestrian super crossing across **Burleys Way**, a cycling hub at the new bus station and public realm improvements.

It is proposed to introduce a Red Route (double red lines) prohibition that will operate on all days and at all times on **Abbey Street**, **Burleys Way**, **Burleys Flyover**, **Church Gate**, **Gravel Street**, **Mansfield Street**, **New Road**, **St Georges Way** and **St Matthews Way**. This will replace the existing no waiting restrictions (double and single yellow lines) along with at any time and peak time loading prohibitions. As a Red Route, this means that motor vehicles are not allowed to stop on its whole length except exempted vehicles (buses, taxis), or in operational signed bays, in an emergency or are caused to do so by other traffic. The picking up and dropping of passengers from private vehicles is not permitted.

It is proposed to retain the existing Loading Bay on the south-west side of **Abbey Street** extending its hours of operation to 9.30am to 4pm and 7pm to 7am on all days with a further bay operating at the same times and day will be provided on the south-west side, just north-west of **Mansfield Street**. In addition, three new loading bays, again operating the same time periods are to be introduced. The first will be located on north-west side Gravel Street near the junction with Church Gate. The other two will be located either side of New Road within the lay-by areas, just north-west of its junction with Gravel Street.

Furthermore, it is proposed to move the Motorcycle parking on **Abbey Street**, operating all hours all days, be located to the central reservation, just north-west of the junction with **Belgrave Gate**. This will allow the Authority to increase the length of the bay to satisfy an increase in demand for parking of motorcycles at this area. In addition, it is intended to introduce a pick up and drop off area in the form of a 5 minute limited waiting bay on Church Gate. This will help support the development of a new hotel that will front that street.

Finally, the Pay & Display bays on the south-east side of **Gravel Street** will remain unchanged, but in terms of waiting restrictions, it is proposed that the Taxi Rank currently on the south-east side, be moved to the north-east side of **Gravel Street**, adjacent to the new bus station, operating all hours, all days. The rank will occupy the area, currently used by National Express coaches, as these will move into the new bus station, whilst an improved urban realm, enhanced pedestrian and dedicated cycle lane facilities will be created on **Gravel Street** itself.

In terms of moving restrictions, it is proposed that **Abbey Street**, from its junction with **Gravel Street**, will become One Way north-eastwards, towards **Burleys Way**. Vehicles will be able to exit both left and right onto **Burleys Way** but the right and left turns from **Burleys Way** into **Abbey Street** will be removed. This allows the creation of the pedestrian super crossing on **Burleys Way**. **Abbey Street** from **Belgrave Gate** to **Gravel Street** will remain two way.

Both **Gravel Street** and **Sandacre Street** will remain one way with the proposed introduction of a Bus Only Street on **Gravel Street**, just north-east of its junction with **Sandacre Street** to its junction with **Abbey Street**. The Bus Only Street will prohibit all vehicles, except of Buses, Taxis (Licensed Hackney Carriages) and Pedal Cycles all hours, all days.

It is proposed to introduce a south-east bound Bus Lane, operating all hours, all days on **Abbey Street** from its junction with **Garden Street** to its junction with **Belgrave Gate**. Buses, Taxis (Licensed Hackney Carriages) and Pedal Cycles will be exempted.

It is proposed that **Mansfield Street** will remain one way and left turn only onto **Abbey Street**, though a dropped kerb is to be provided in the central reservation of **Abbey Street** to allow emergency services vehicle and Taxis to turn right out of Mansfield Street to gain access to properties and **Belgrave Gate**.

Garden Street will also remain one way from **Abbey Street** to **Belgrave Gate**, allowing vehicles from **Mansfield Street**, **Abbey Street**, to access the parking in this area, Taxis from **Gravel Street** all with the ability to access **Belgrave Gate**.

Both the access and exits points into the St Margaret's Bus Station located at the **Abbey/Gravel Street** junction and **New Road** will be updated to Bus Gates that operate at all times, on all days. Access to the bus station will be limited to buses and other authorised vehicles.

Finally, as part of the enhancements to the, footways and carriageways in this area, it is proposed to designate pedal cycle ways on **Abbey Street** both north-west and south-east bound from **Gravel Street** to **Belgrave Gate**. **Gravel Street** both north-east and south-west bound, accommodated on the south-east side of the street and both north-west and south-east on **Abbey Street**, from **Gravel Street** to **Burleys Way**, accommodated on the north-east side of the street.

Please see attached Plan: - LCC-SMGS-TRO-2020-001 REV 'C'