

**Economic Development, Transport and Climate Emergency Scrutiny Commission**

**19<sup>th</sup> January 2022**

**THE LEICESTER TRAFFIC REGULATION (BUS LANE AND BUS GATE)(GROBY ROAD) (AMENDMENT) ORDER (No. 8) 2019**

**Appendices**

Appendix A



## **Appendix B**

### **GROBY ROAD**

#### Northern Side

- Part 800 From its junction with Combe Close in a north westerly direction for a distance of 243 metres.
- Part 800 From its junction with Combe Close in a south easterly direction for a distance of 84 metres to its junction with Brading Road.
- Part 800 From its junction with Brading Road in a south easterly direction for a distance of 350 metres to its junction with Medina Road.
- Part 800 From its junction with Medina Road in a south easterly direction for a distance of 25m to the end of the bus lane.

## Appendix C

Objector A

*Regarding proposed bus lane on Groby road, I would like to raise my objection to this plan. This objection on the basis of following reason.*

*1. As there are only two lanes on main busy road from out of town into Leicester city, it gets very busy at peak times. Reducing to one lane will result in double traffic, resulting in longer traffic jam.*

*2. By introducing bus lane, it will be more difficult when leaving our house and returning to our driveway to access our house.*

*3. With this proposal we are likely to receive bus lane Tickets when returning to access our property.*

*I hope council reconsider about proposal to introduce bus lane.*

Leicester City Council response:

Having read your comments, I'd like to address your concerns regarding the introduction of the inbound bus lane on Groby Road.

You are correct that saying the bus lane will take the nearside lane and make it into a bus lane. The bus lane will end before the FiveWays junction allowing normal traffic to filter into the current three lanes. This will allow the traffic to free flow and not cause any substantial traffic issues. Leicester City Council has traffic modelled this bus lane and the junction to ensure that there is not a negative impact on the traffic.

You are legally allowed to drive in the bus lane to access a property without incurring a fine. This will not impact on you gaining or leaving your property.

As you may be aware City Highways are currently on site improving the walking and cycling facilities, this has been well received by the local residents who have noticed the vast improvements, the bus lane forms part of the project and was so when it was successful in the National Productivity Investment Fund. This is a time limited fund and has to be spent so waiting until after the FiveWays has been completed is not an option since we would lose that money.

Current Design: For a bus lane to provide tangible benefits for bus passengers they need to be of substantial length. The length proposed in the Groby Road bus lane and will provide benefits to bus passengers.

The layout of the bus lane as accordance to Highway Regulations have allowed the ending of the bus lane prior to junctions – in this case Brading Road and Medina Road to allow for cars to turn into the junction.

I hope this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at the email address listed at the top of the letter or the Council's postal address shown at the bottom of the letter.

## **Cllr Bhatia**

*“After having done another round of consultation with the residents and road users group I also submit objection on their behalf on the basis of the following two points-*

*1. On timelines - without having clarity on the design of the five way junction and it's potential impact, which most residents fear will be substantial it's not wise to go ahead with this proposal now*

*2. On current design -*

*a) the internal bus lane end points are too close to the junctions with Brading Road and Medina Road that would cause difficulties to both inbound and outbound traffic and would result in traffic issues. As stated earlier the no right turn into Blackbird Road from A50 when coming from town which was in the original five ways junction design would cause chaos to Medina Road turning.*

*b) the length/stretch of the bus lane is excessive than it is actually needed. If at all it was needed, then the starting point should be just after Brading Road and end before Medina Road thus removing the issue mentioned in 2a.*

*I shared the objection on behalf of the residents, not a personal one, so please treat this as formal. Many thanks.*

**Leicester City Council response:**

Having read your comments, it seems that you have two overarching concerns regarding the introduction of the inbound bus lane – timeline of the further works and the current design. I will seek to address those concerns in this letter.

**Timeline of Works:** The concern regarding waiting until the FiveWays development has been completed can be addressed. The project team at the Council are currently engaging with designers and plan to construct the first phase, Fosse Road North and Fiveways in 2022. The introduction of the bus lane on Groby Road will feed into that development to make it effective and user friendly for all modes of transportation.

As you may be aware City Highways are currently on site improving the walking and cycling facilities, this has been well received by the local residents who have noticed the vast improvements, the bus lane forms part of the project and was so when it was successful in the National Productivity Investment Fund. This is a time limited fund and has to be spent so waiting until after the FiveWays has been completed is not an option since we would lose that money.

**Current Design:** For a bus lane to provide tangible benefits for bus passengers they need to be of substantial length. The length proposed in the Groby Road bus lane and will provide benefits to bus passengers.

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## **Cllr Waddington and Cllr Cassidy**

*“Please regard this email as a letter of objection to the proposed Groby Road Bus Lane Amendment Order. I believe consideration of this proposed bus lane should be deferred until such time as the work on the Five Ways Junction is complete. There are major changes to this junction planned which will impact upon residents, motorists and bus users. While concern about these changes is being experienced, the addition of a bus lane on Groby Rd will only add to residents anxieties. Hold ups will occur when the work on the Five Ways Junction is undertaken but the timetable for this work is unknown. Therefore to avoid long term disruption the bus lane should be further considered when the timetable for Five Ways is known.”*

Leicester City Council response:

Having read your comments, it would seem that you would prefer for this bus lane to be introduced after the regeneration of the Fiveways highway scheme. The Fiveways scheme is a major flagship highway project for the Council and the City and includes Fosse Road North, Woodgate and continue all the way down to Great Central Street.

The project team at the Council are currently engaging with designers and plan to construct the first phase, Fosse Road North and Fiveways in 2022. The introduction of the bus lane on Groby Road will feed into that development to make it effective and user friendly for all modes of transportation.

As you may be aware City Highways are currently on site improving the walking and cycling facilities, this has been well received by the local residents who have noticed the vast improvements, the bus lane forms part of the project and was so when it was successful in the National Productivity Investment Fund. This is a time limited fund and has to be spent so waiting until after the FiveWays has been completed is not an option since we would lose that money.

I hope this has answered your concerns. If you are satisfied and you would like to withdraw your objection, could you please let me know, either at the email address listed at the top of the letter or the Council’s postal address shown at the bottom of the letter.