



PROPOSED

A6

improvement

works



**Leicester
City Council**

A6 improvement works

The Connecting Leicester programme has delivered a number of major transport improvements in recent years, focusing on sustainable transport and future growth with the city. The improvements have been designed with an emphasis on reconnecting different parts of the city, whilst also supporting the council's climate emergency, air quality and healthy living commitments.

We are now looking at the next stage of the Connecting Leicester programme:

- A6 Bus lanes, along various stretches of Abbey Lane and St Margaret's Way (see map for details)
- A6 Red Route (no stopping) from Red Hill, along Abbey Lane and St Margaret's Way, to Burleys Way junction

Having already initially consulted on the potential introduction of bus lanes and the supporting red route on the A6, we are now seeking to finalise the proposals. The introduction of bus lanes make public transport more reliable, they can also help address climate emergency/air quality targets and make people healthier. The proposed bus lanes have undergone detailed traffic modelling and improvements to junctions and traffic signal operations will help maintain general traffic flow through junctions and along the route.

Proposed Bus lanes

New 24 hour bus lanes are planned for both directions on Abbey Lane and St Margaret's Way. This means only buses, taxis and bicycles will be able to use the restricted lanes. The Proposed bus lanes will stop / start some distance from major junctions along the route to ensure drivers do not inadvertently enter a bus lane. The intention is to make bus services along this route more reliable and convenient for passengers. Residents living adjacent to a bus lane will have a legal right to cross over the bus lane in order to access or leave any off-street parking areas forming part of their property.

Proposed Red Route

The Red Route (double red lines) will operate on all days and at all times on Abbey Lane and St Margaret's Way, and will replace the existing no waiting restrictions (double and single yellow lines) along with 'at any time' and 'peak time' loading prohibitions.

This means that vehicles will not be allowed to stop on these sections of road (except for exempted vehicles such as buses or taxis). However, vehicles will still be able to stop in signed bays, in an emergency, or if

forced to do so by other traffic or signals. Vehicles will not be allowed to pick up or drop off passengers unless the vehicle displays a disabled badge or is a registered taxi (Hackney Carriage). Red Route restrictions also apply to both the grass verge areas and the footways.

Proposed Bus lane locations:

Abbey Lane (north-west side)

- 126 metres north-east of Byford Road to 41.5 metres south-west of Sudeley Avenue (approximate 177 metres in length)
- 132 metres north-east of Beaumont Leys Lane to 128 metres south-west of junction with Thurcaston Road (approximately 329 metres) Abbey Lane (south-east side)
- Existing bus lane will be shortened and start 30 metres south-west of junction for McDonalds to junction with Thurcaston Road (approximately 127 metres)
- 111 metres south-west of Thurcaston Road to 137 metres north-east of junction with Corporation Road (approximately 329 metres)
- 160 metres south-west of Corporation Road to 88 metres north-east of junction with Exploration Drive (approximately 175 metres)

St Margaret's Way (south-west side)

- 198 metres north-west of Sanvey Gate to 21 metres south-west of junction with Wolsey Street (approximately 681 metres)

St Margaret's Way (south-east side)

- 77 metres south-west of the back of the southern footway for Devonshire Road in a southerly direction for 275.5 metres
- 133 metres south-east of the northern kerb line of Ravensbridge Drive to 5 metres north-west of the slip road for South Church Gate (approximately 283.5 metres)

A driver in a vehicle may crossover a bus lane to access their private driveway or off street parking area.

Proposed Loading bays

New loading bays will be introduced on both sides of Abbey Lane, and will be in operation 9.30am to 4pm and 7pm to 7am on all days:

- Ten loading bays on the north-west side between Byford Road and Abbey Rise
- Two loading bays on the south-east side of Abbey Lane

All of the bays will be spaced a reasonable distance apart to help residents and local businesses with collections and deliveries.

Proposed Waiting bays

There will be six lay-by areas on the south-east side of Abbey Lane, each with a one-hour waiting limit and one hour return restriction. These will operate 7am to 7pm, Monday to Saturday.

The lay-by area on the north-west side of Abbey Lane outside the post office will be retained with a 30-minute limit and one hour return restriction from 7am to 7pm, Monday to Saturday.

No restrictions will apply between 7pm and 7am Monday to Saturday and all-day Sunday, meaning vehicles will be able stop / park in these lay-by parking bays without time limit during these periods.

During rush hours times (7-9.30am and 4-7pm) Red Route restrictions will not apply to the lay-by areas and vehicles may wait within these areas as per the restrictions described above.

Proposed Bus stops

Bus stop clearway road markings will be updated, so that the thick yellow line running adjacent to the kerb will be repainted red. This means that taxis (Hackney Carriages) will not be able stop in the bus stops to pick up or drop off passengers. This gives priority back to buses on a scheduled service in a bid to reduce delay and inconvenience to passengers. This affects all bus stops on both Abbey Lane and St Margaret's Way.

Enforcement

For both the Red Route and bus lane prohibitions the council will have civil powers to carry out enforcement using ANPR (automatic number plate recognition) cameras. These may be deployed at problem sites where there are violations of these prohibitions that affects the free flow of traffic or for being in a bus lane.

Next steps

Before proceeding further with the proposals and in accordance with statutory procedures and policies, Leicester City Council will now consider the views of residents and businesses on the matter. All reasonable suggestions will be considered for incorporation into the proposals whenever appropriate and economically feasible.

Any comments or objections to the proposals should be sent by email to ian.nash@leicester.gov.uk by Sunday 30 July

Alternatively, write to:

Ian Nash, Leicester City Council
City Hall, 115 Charles Street, Leicester, LE1 1FZ

PROPOSED

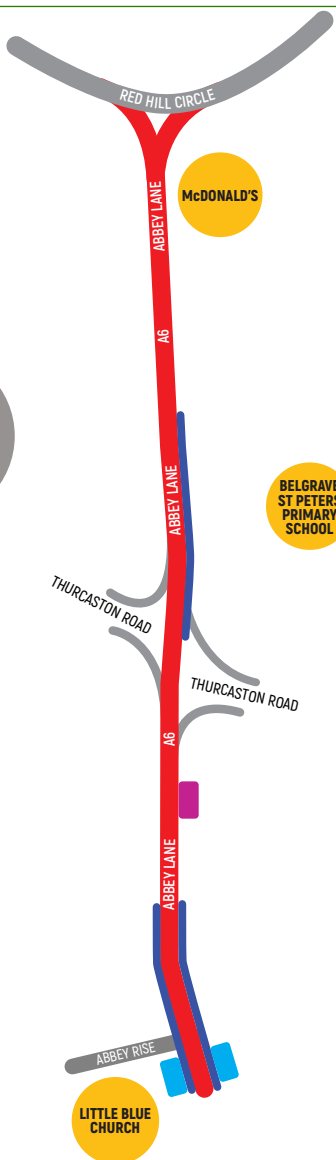
A6

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SECTION ONE

KEY

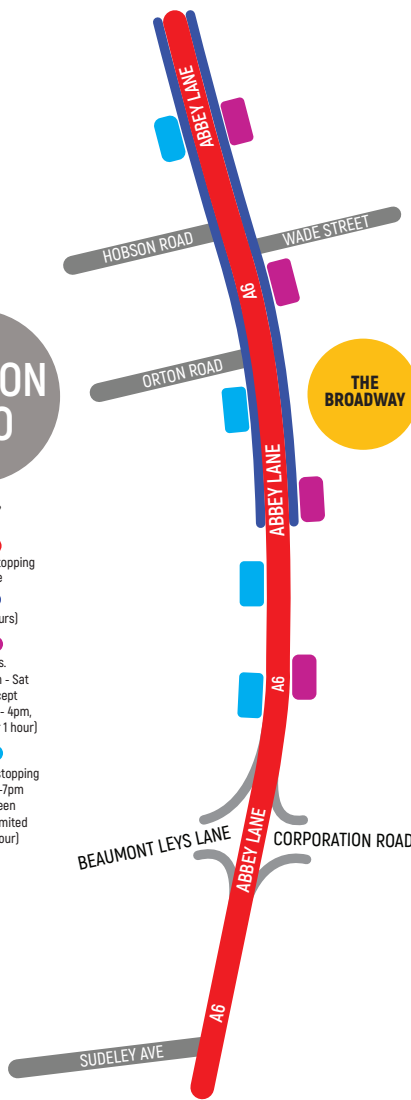
- Red Route - no stopping at any time
- Bus lane (24 hours)
- Parking bays. No stopping Mon - Sat 7am - 7pm (except between 9.30am - 4pm, limited waiting for 1 hour)
- Loading bays. No stopping Mon - Sat 7am - 7pm (except between 9.30am - 4pm, limited waiting for 1 hour)



SECTION TWO

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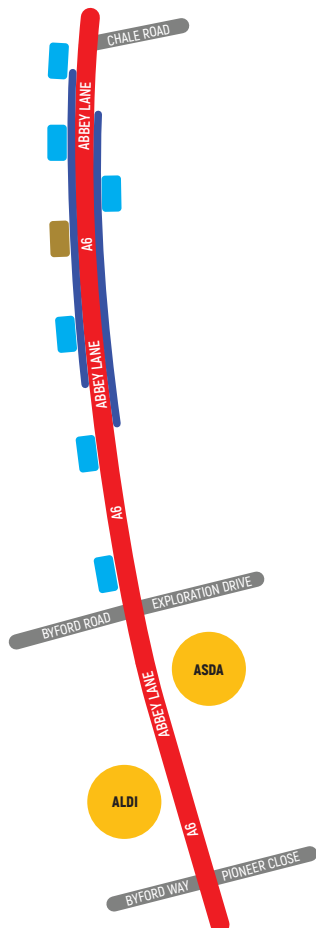
- Red Route - no stopping at any time
- Bus lane (24 hours)
- Parking bays. No stopping Mon - Sat 7am - 7pm (except between 9.30am - 4pm, limited waiting for 1 hour)
- Loading bays. No stopping Mon - Sat 7am - 7pm (except between 9.30am - 4pm, limited waiting for 1 hour)



SECTION THREE

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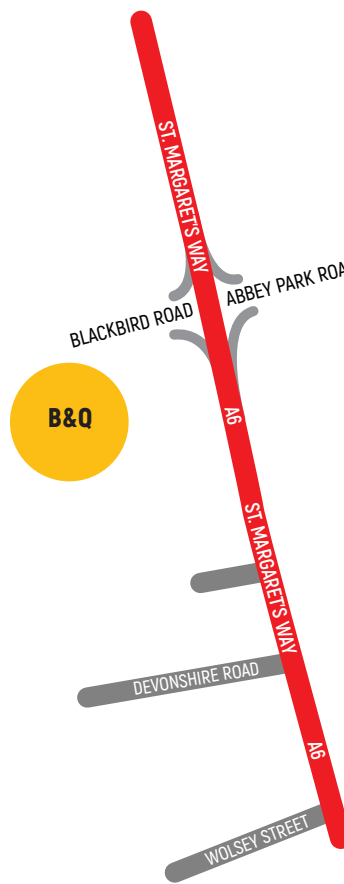
- Red Route - no stopping at any time
- Bus lane (24 hours)
- Parking bays. 30 minutes limit (7pm-7am)
- Loading bays. No stopping Mon - Sat 7am - 7pm (except between 9.30am - 4pm, limited waiting for 1 hour)



SECTION FOUR

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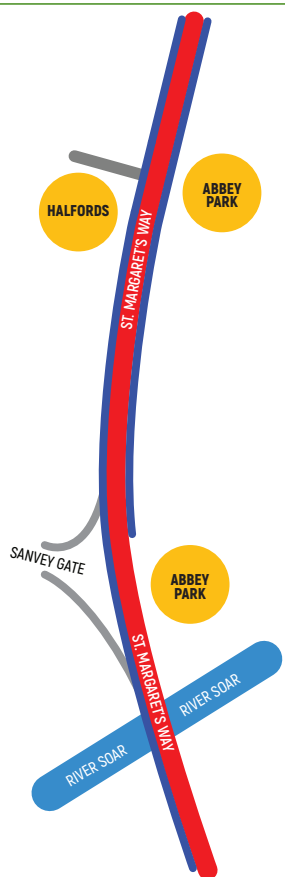
- Red Route - no stopping at any time
- Bus lane (24 hours)



SECTION FIVE

KEY

- Red Route - no stopping at any time
- Bus lane (24 hours)



SECTION SIX

KEY

- Red Route - no stopping at any time
- Bus lane (24 hours)

