

1 Park & Ride Proposals

Table 1 Aylestone P&R facility

<u>Element</u>	<u>Description</u>
Design	The scheme will incorporate tried and tested materials, finishes and infrastructure previously specified for the Meynells Gorse Park and Ride facility as illustrated below.
Fencing	This will be powder coated low maintenance 1.8 to 2.4 m high steel fencing to the boundary of the site. No access will be allowed into the site other than through the main car access/egress point and adjacent to the bus access/egress point.
Security	An on-site security building will be constructed as a base for security staff. This will be located adjacent to the bus stop and will have unobstructed views of the limits of the site. The building will house the CCTV system. High level security attracts park and ride users and popularises the facility. The security will also house toilets together with a baby change facility and disabled persons toilet.
Lighting	The lighting regime will be fixed to the opening times of the facility with low level background lighting during the period the facility is out of use. The lighting fittings allow for down lighting and also for the beam to be angled so as not to spill over the boundaries of the site.
CCTV	<p>Again this is a fundamental part of the security system and provides added security for site users.</p> <p>Cameras are located such that staff can not only view the whole site and record any disturbance but also that cameras can view other camera locations and so provide additional security for individual cameras.</p> <p>Landscape features will need to be carefully designed in order not to obscure the view of the site and affect the cameras ability to provide full surveillance.</p>
Bus Stop	The position of the bus access and therefore bus stop is dictated by the car park users access point. Because the car park is larger than the facility at Meynells Gorse the bus stop may well be enlarged to cater for the larger demand and this will be assessed at the detailed design stage.

Parking Provision	<p>The site will accommodate up to 1,000 parking spaces. The layout has been designed to a fan shaped layout with pedestrian routes focussing at the bus stop and security facility.</p> <p>The surfacing of the parking spaces generally will be equivalent to that used at the Meynells Gorse facility however, this may change depending upon the system of sustainable drainage system that needs to be installed for the site.</p>
Material Specification	<p>It is intended that all materials chosen for the site will consider the City Council's EMAS guidelines; the BRE Green Guide to specification, an Environmental Profiling System for Building materials and Components; the durability and the likely regime for maintenance.</p>
Landscaping	<p>The proposed facility at Aylestone has met with a number of objections from local residents living adjacent to the site.</p> <p>The objections have mainly fallen into the categories of perceived increased pollution levels from car exhaust emissions and also perceived increased noise levels. The landscaping solution particularly at the boundaries of the site can minimise these two problems by heavily screening the boundaries with trees and shrubs.</p> <p>The housing to the south east boundary and on the opposite side of the new road will include a raised bund most probably topped by trees. This will have the affect of deflecting sound and also reducing pollution levels.</p> <p>The site will benefit from small islands of low planting randomly placed within the layout to break up the parking space mass. Also planting will form the edging to roads within the site to define the access ways to parking bays.</p>
Signage and Access Controls	<p>A system of signs within the site will be similar to those used at Meynells Gorse together with the signage local to the Park and Ride facility and will update users of current parking availability.</p>

Table 2 Glenfield P&R Facility

<u>Element</u>	<u>Description</u>
Design	The scheme will incorporate tried and tested materials, finishes and infrastructure previously specified for the Meynells Gorse Park and Ride facility as illustrated below.
Fencing	This will be powder coated low maintenance 1.8 to 2.4 m high steel fencing to the boundary of the site. No access will be allowed into the site other than through the main car access/egress point and adjacent to the bus access/egress point.
Security	An on-site security building will be constructed as a base for security staff. This will be located adjacent to the bus stop and will have unobstructed views of the limits of the site. The building will house the CCTV system. High level security attracts park and ride users and popularises the facility. The security will also house toilets together with a baby change facility and disabled persons toilet.
Lighting	The lighting regime will be fixed to the opening times of the facility with low level background lighting during the period the facility is out of use. The lighting fittings allow for down lighting and also for the beam to be angled so as not to spill over the boundaries of the site.
CCTV	<p>Again this is a fundamental part of the security system and provides added security for site users.</p> <p>Cameras are located such that staff can not only view the whole site and record any disturbance but also that cameras can view other camera locations and so provide additional security for individual cameras.</p> <p>Landscape features will need to be carefully designed in order not to obscure the view of the site and affect the cameras ability to provide full surveillance.</p>
Bus Stop	The position of the bus access and therefore bus stop is dictated by the car park users access point. Because the car park is larger than the facility at Meynells Gorse the bus stop may well be enlarged to cater for the larger demand and this will be assessed at the detailed design stage.
Parking Provision	<p>The site will accommodate up to 1,000 parking spaces. The layout has been designed to a fan shaped layout with pedestrian routes focussing at the bus stop and security facility.</p> <p>The surfacing of the parking spaces generally will be equivalent to that used at the Meynells Gorse facility however, this may</p>

change depending upon the system of sustainable drainage system that needs to be installed for the site.

Material Specification	It is intended that all materials chosen for the site will consider the City Council's EMAS guidelines; the BRE Green Guide to specification, an Environmental Profiling System for Building materials and Components; the durability and the likely regime for maintenance.
Landscaping	As noted previously in (ii) of the introduction.
Signage and Access Controls	A system of signs within the site will be similar to those used at Meynells Gorse together with the signage local to the Park and Ride facility and will update users of current parking availability.
Drainage	<p>The Glenfield Site encloses a flood attenuation basin to the southern boundary and adjacent to the A50.</p> <p>The specialist drainage consultant will consider options for drainage of the site, which will include the possible enlargement of the present basin to deal with the surface water run off from the facility. All sustainable drainage options will be considered to ensure that the chosen solution is not only economic but environmentally sustainable.</p>

Table 3 Birstall P&R Facility

Design	The scheme will incorporate tried and tested materials, finishes and infrastructure previously specified for the Meynell's Gorse Park and Ride facility as illustrated below.
Fencing	This will be powder coated low maintenance 1.8 to 2.4 m high steel fencing to the boundary of the site. No access will be allowed into the site other than through the main car access/egress point and adjacent to the bus access/egress point.
Security	An on-site security building will be constructed as a base for security staff. This will be located adjacent to the bus stop and will have unobstructed views of the limits of the site. The building will house the CCTV system. High level security attracts park and ride users and popularises the facility. The security will also house toilets together with a baby change facility and disabled persons toilet.
Lighting	The lighting regime will be fixed to the opening times of the facility with low level background lighting during the period the facility is out of use. The lighting fittings allow for down lighting and also for the beam to be angled so as not to spill over the boundaries of the site.
CCTV	<p>Again this is a fundamental part of the security system and provides added security for site users.</p> <p>Cameras are located such that staff can not only view the whole site and record any disturbance but also that cameras can view other camera locations and so provide additional security for individual cameras.</p> <p>Landscape features will need to be carefully designed in order not to obscure the view of the site and affect the cameras ability to provide full surveillance.</p>
Bus Stop	The car park users access point dictates the position of the bus access and therefore bus stop. Because the car park is larger than the facility at Meynell's Gorse the bus stop may well be enlarged to cater for the larger demand and this will be assessed at the detailed design stage.
Parking Provision	<p>The site will accommodate up to 535 parking spaces. The layout has been designed to a fan shaped layout with pedestrian routes focussing at the bus stop and security facility.</p> <p>The surfacing of the parking spaces generally will be equivalent to that used at the Meynell's Gorse facility however; this may change depending upon the system of sustainable drainage system that needs to be installed for the site.</p>

Material Specification	It is intended that all materials chosen for the site will consider the City Council's EMAS guidelines; the BRE Green Guide to specification, an Environmental Profiling System for Building materials and Components; the durability and the likely regime for maintenance.
Landscaping	<p>The boundaries of the site will be heavily landscaped with only the western boundary adjacent to the A6 being visually open.</p> <p>The new footpath arrangements although close to the southern and eastern boundaries of the site will not pass through the site, as this will be at variance with the security criteria discussed previously.</p> <p>As with the other schemes pedestrian access will only be available at the vehicular entrance.</p>
Signage and Access Controls	A system of signs within the site will be similar to those used at Meynell's Gorse together with the signage local to the Park and Ride facility and will update users of current parking availability.
Drainage	As with the other park and ride facilities at Glenfield and Aylestone the specialist drainage consultant will consider options for the drainage of the site which will not only be economic in installation and maintenance regime but environmentally sustainable.

2 Bus Priority Proposals

A426 Corridor

- Length of corridor 4.5 km
- Proposed length of bus lane inbound– 1.84 km (38% of corridor)

Existing situation

A traffic survey carried out in May 2002 at the Soar Valley Way / Lutterworth Road (A426) junction identified there were 900 vehicles traveling towards the city. A separate survey carried at Aylestone Road / Middleton Street / Wigston Lane junction indicated 1100 Vehicles traveling towards the city during 8.00am to 9.00am. Both junctions suffer from congestion and queuing during the Peak Hours.

The Soar Valley Way junction generally has problems with exit blocking from Glenhills Way and increased congestion as a result of junction safety & pedestrian improvements carried out in 2000. This has reduced capacity slightly but has improved safety and facilities for pedestrians.

The Middleton Street / Wigston Lane / Lutterworth Road / Aylestone Road junction also underwent similar junction safety & pedestrian improvements. This also resulted in a reduction in capacity i.e. increased queuing, but has improved safety for right turning traffic and provided all round crossing facilities for pedestrians.

Access to the Park & Ride site

A critical element to the success of this site is the effects of traffic on the Soar Valley Way / Lutterworth Road (A4256) junction and the ability to provide access to the site. This major junction already suffers from congestion and over capacity. An assessment of the junction needed to be undertaken and a solution as to what measures could be implemented to not only improve conditions at this junction, but also provide access to the P&R site without increasing congestion in the local area.

Congestion is also experienced along the link of the A426 from Soar Valley Way to Middleton Street.

The location of the site allows access to the P&R facility from both the Soar Valley Way and the A426. It is proposed that a new 'link' road be constructed from Soar Valley Way, through the site, to the A426, with the access to the P&R facility of this.

Access and egress to the Park & Ride site will be via a 'Give Way' junction, approximately mid point along this new link road. Buses will have separate points into and out of the site, which will be situated near the Lutterworth Road end of the link road.

It is intended to have an earth bund along the length of the new link road. This will provide both sound insulation and minimise any adverse visual impacts of the road and site from nearby housing. It will also assist in the minimisation of any effects from emissions of vehicles from the road and P&R site.

Assessment of Impact

Using traffic flows from counts carried out in May 2002 at the junctions at Soar Valley way and Middleton Street, assumptions have been undertaken for traffic flows to and from the Park & Ride site. These are:-

- a) There will be 500 vehicles arriving (approx 50% of the number of planned spaces) during the a.m. peak hour. This is based on the current traffic patterns observed at the existing Park & Ride site at Meynell's Gorse.
- b) Half of the 500 vehicles is traffic which currently passes the site, which will now go to the Park & Ride site instead of heading into the city.
- c) The remaining 250 vehicles will be traffic attracted to the Park & Ride site from other nearby roads.
- d) A nominal 25 vehicles leave the site during the AM Peak and the same number enter the site during the PM Peak.
- e) During the PM Peak 500 vehicles will be leaving the site.

Based on the above, and percentage splits between the Soar Valley Way Access road and the junction at Lutterworth Road / Soar Valley Way / Glenhills Way, the following peak traffic flows for the Park & Ride site have been derived.

	Existing Passing Traffic	New Traffic Attracted to site	Total
Soar Valley Way	50	125	175
Glenhills Way	80	50	130
Lutterworth Road (County)	120	75	195
Total	250	250	500

Proposed Junction Designs: Soar Valley Way / Glenhills Way / Lutterworth Road

In order to alleviate the congestion at this junction it is proposed the banning of the left turn into Lutterworth Road from Soar Valley Way eastbound, together with a ban of the right turn at Lutterworth Road (from the city) onto Soar Valley Way.

The banned left and right turn traffic would be diverted to the new link road. The loss of these two manoeuvres at the junction will result in fewer signal stages being required at the junction, which will in turn result in an increase in capacity and as such improve the existing traffic flow.

The residents living on Lutterworth Road between Soar Valley Way & the new link road access wishing to access Soar Valley Way will have a slightly longer distance to travel, due to the banned manoeuvres at the Soar Valley Way junction, compared to the current route. However based on the flows used the expected journey time be less than compared to the present arrangement.

The junction may still suffer from exit blocking i.e. traffic blocking across the junction from Pork Pie roundabout along Glenhills Way. This particular problem needs to be addressed and has not been considered as part of this scheme. A scheme to improve the Saffron Lane / Pork Pie junction is currently being designed by external contractors White Young Green.

By removing the left turn lane from Soar Valley Way into A426 Lutterworth Road the existing footway can be increased in size, which would benefit both pedestrians and cyclists. The footway on the south side of Soar Valley Way from the junction will be extended towards the new signalised junction at the new link road.

Soar Valley Way / New link Road

The proposed new signalised junction will allow traffic only to turn left from Soar Valley Way and right out of the New Link road. The signal staging will be a simple two stage operation i.e. alternating between the Soar Valley Way & the New Link Road.

The junction will be linked to the Soar Valley Way / Lutterworth Road junction. Pedestrian / Cycle facilities will be incorporated at the junction.

A426 Lutterworth Road / New Link Road

This will be a new junction located near the end of the existing dual carriageway section on A426 Lutterworth Road.

All manoeuvres will be allowed at the junction and under signal control. This junction will be linked to both the junctions at Soar Valley Way / Lutterworth Road and Middleton Street / Lutterworth Road. Pedestrian / cycle facilities will be considered at the new junction

There are various accesses to properties and a private access road for housing, on the western side of Lutterworth Road, which are within the vicinity of the new junction. Attempts to fit the junction around these existing access points have been made, however the existing access point for the private road cannot be maintained at its existing location.

It is proposed moving this access point further north which results in the loss of some existing vegetation and redesign of the access road due to the

difference in levels at the proposed new access point. Further consultation with the residents affected will need to be carried out.

Lutterworth Road / Middleton Street / Wigston Lane / Aylestone Road

This junction is subject to congestion, with the inbound queue forming up to and beyond the end of the dual carriageway (450 metres). However, based on the revised inbound traffic flows due to the Park & Ride site, this queue can be reduced whilst keeping the existing layout at the junction.

This can be achieved due to a 250 vehicles inbound reduction, the P&R users, and adjustments to the signal timings at the junction. The junction will also be linked with the junctions around the Park & Ride site to improve link flows.

It may be if the traffic flows do decrease as a result of the Park & Ride, it is possible that some traffic will be attracted to this route, as less traffic means less queuing and therefore a quicker journey time into the city via car. Further assessment, particularly during the detailed design stage will address this issue. However there are a number of options that can be considered:

- a) Queue detection, so that if the queue extends to a point that will cause blocking back to the new junction at Lutterworth Road, a different set of timings is introduced at the junction to clear the queue.
- b) Traffic could be 'gated' at the Soar Valley Way / Lutterworth Road junction.
- c) The existing junction could be redesigned to improve capacity, which may involve banning of manoeuvres. i.e. left or right turns. This will give the most flexibility with regard to managing queues at the junction.

Welford Road / Almond Road

The existing queue of vehicles heading for Counting House Road extend as far as the Tigers Way / Welford Road junction during the PM Peak. The traffic heading towards Welford Road generally does not queue back from the junction.

In order to assist buses during the PM Peak it is proposed that a short section of bus lane and advanced signal for buses be installed at this junction. This will result in buses being able to by-pass queuing traffic heading for Counting House Road by using the middle traffic lane heading towards Welford Road and cutting back into a new Bus lane at Welford Road / Almond road junction.

Currently there are three lanes at the stop line, two are 'ahead only' and the third is 'ahead & right' which is not used much by the 'ahead' traffic due to this traffic having to merge shortly after entering Counting House Road. Basically the merge is transferred from the outer lane to the inside lane on Counting House Road and involves buses from the bus lane merging with one lane of traffic.

Bus Priority Measures

New Link Road

There will be a separate right turn bus lane for Park & Ride buses into the site and a bus lane from the site to Lutterworth Road.

Lutterworth Road

A new bus lane inbound from the new access road junction up to the approach to the Middleton Street is proposed. The exact termination distance of the bus lane from Middleton Street will be considered during detailed design stage.

Aylestone Road

An inbound bus lane from Paigle Road junction to Grace Road is proposed. Removing the outbound bus lane and moving the centre line over by one lane will achieve this. The existing refuges will also need to be moved over.

It should be possible to maintain the existing advisory cycle lane outbound through most sections of Aylestone Road.

Between Grace Road and the Gas Works near the railway bridge there are not any proposals for further bus lanes. This is due to previous accident safety work carried out which involved narrowing the existing carriageway widths.

The existing bus lane inbound near the railway bridge approaching the Saffron Lane junction will be extended back to the Gas Works.

Beyond Saffron Lane junction the Park & Ride service will use the existing bus lanes.

General Bus Priority Signal controls

ATC will be looking to provide 'bus priority' measures at all signalised junctions along the Park & Ride route. This will include detection of buses on approaches to junctions and will give that approach a 'green' signal to get the bus through with minimal delay.

Bus Routes

The current proposed route runs along Lutterworth Road – Aylestone Road – Welford Road (around Granby Halls site) – Tigers Way – Waterloo Way – London Road.

The outbound route proposed is London Road – Waterloo Way – Tigers Way – Welford Road – Counting House Road – Aylestone Road – Lutterworth Road.

Alternative Bus Routes

The location of the city centre bus stop(s) has not been decided and therefore the route into the city centre may change once a site has been agreed.

However, a stop near the hospital has been considered and if the route remains as currently shown set down and pick up stops could be provided near the Nelson Mandela Park on Welford Road. The inbound route remains the same, however the outbound route would turn right at Waterloo Way on to Regent Road and left into Welford Road

A50 CORRIDOR

- Length of corridor 5.3 km
- Bus lane Inbound – 2.045 km (38.6%)
- Outbound – 0.023 km (4.3%)

A46 Western Bypass Roundabout to Gynsill Lane Roundabout

The A46 Western Bypass/A50 roundabout suffers from accident and congestion problems. With the Park & Ride (P&R) site access in close proximity to this roundabout, there could be potential queuing problems from the P & R site access, which could then back onto the circulating carriageway of the roundabout. This would then further delay the car drivers from reaching the P & R site and the local bus services would also be delayed.

It is proposed to improve this roundabout and signal control some of the approaches to regulate the amount of traffic that exits in the A50 inbound direction. At the P & R access, a traffic signal junction is proposed with full pedestrian facilities and bus priority. It is proposed to carry out some widening to accommodate a bus lane and maintain the two inbound traffic lanes.

The proposed widening will result in a 9.2 metre width road, to be marked out with a 3.2 metre bus lane and two 3 metre general traffic lanes in the inbound direction. The bus lane will be started at a point where the access for the Park & Ride site will be and extend for approximately 200m. At this point, a set of pre-signals are proposed which would allow the buses to be in front of the queue as they approach the Gynsill Lane Roundabout.

Gynsill Lane Roundabout to Glenfrith Way Roundabout

This section of the A50 is congested in the inbound direction during the morning peak period with queuing in both lanes beyond County Hall. The Glenfrith Way roundabout acts as a bottleneck and severely restricts the inbound traffic flow.

In order to aid the bus flow through this junction, it is proposed to improve this approach's entry to three good lanes. The throughput in this direction can be further improved by rationalising the green time periods and the inter-green timings of the signal-controlled approaches.

The introduction of a bus lane for this section of the A50 is proposed by further widening so that two general traffic lanes are maintained and the traffic capacity is not compromised. To achieve the extra width, it is proposed to narrow the central reservation, utilise the grass verge width and/or re-align the existing footway at some places. The central reservation contains some very mature trees and these are mostly set back 2.0 to 3.0 metres and therefore the widening of the central reservation has been restricted to 1.5 to 2.0 metres.

The extent and scope of changes that may be required at the A50/Gynsill Lane roundabout is uncertain at this stage. This is largely due to two reasons. Firstly, a proposed development in the vicinity of the route (called Glenfield General Hospital Re-development) is likely to have a traffic impact on this roundabout but it is unclear on the time-scale of this development. And secondly, the improvements at the A46 Western Bypass/A50 roundabout may create a queuing problem at this location that may need to be assessed at a later date.

Glenfrith Way roundabout to Garland Crescent

This section of the A50 is relatively free-flowing in the inbound direction and it is envisaged that there could be some queuing at the existing traffic signalled junction at Garland Crescent as more traffic is 'released' from the Glenfrith Way roundabout. To aid the buses through this potential queuing length, further widening is proposed to accommodate a bus lane and maintain the two traffic lanes.

As a result of the constraints in this vicinity, relatively narrow footway and central reservation, the bus lane and each of the two traffic lanes would be 3.0 metres wide. The widening for the bus lane has been tentatively started from the bus stop in the vicinity of Mary Road. It is envisaged that the Garland Crescent traffic signalled junction would be utilised for gating traffic on this dual carriageway section of the A50 so that the inbound section east of this junction is relatively free-flowing.

For the outbound direction, site observations indicate that at the Glenfrith Way roundabout, the A50 traffic queue up to a distance of approximately 200 metres to 300 metres. In order to give the buses free flowing conditions on this approach and enable them to be in front of the queue, it is proposed to widen the carriageway to accommodate a bus lane. This will again require the narrowing of the central reservation and reducing the footway, which are 4.0 metres wide in many places.

Garland Crescent to Blackbird Road

This section of the A50 is wide (12 metres) with two inbound and two outbound lanes. It is proposed to dedicate one of the inbound lanes as a bus lane so that the buses are able to travel and be in front of the queue at the upstream junction with Blackbird Road. It is expected that the Garland Crescent traffic signalled junction will regulate the inbound flow on this section

of the A50 and therefore, it is proposed to assign one of the lanes for the exclusive use of buses.

Some widening in the vicinity of Garland Crescent will be required and it is also proposed that the central kerbed area near this junction be extended so that the two traffic lanes in the inbound direction can merge safely before the start of the bus lane. It is also proposed to terminate the bus lane before Medina Road so that the capacity and discharge of the traffic at the A50/Blackbird Road signalled junction is not affected.

Blackbird Road to Sanvey Gate

This section of the A50 is a mostly wide single carriageway with widths varying from 8.5 metres to 10.5 metres. There are a large number of side roads along this stretch of the A50 which promote numerous and varied turning movements. The traffic generally flows in a single file in both directions with the central road space being utilised by the right turning traffic.

The scope for introducing bus lanes is very limited along this section of the A50 and therefore an inbound bus lane is only proposed for the section between Abbey Gate and Sanvey Gate. This section of the A50 has only two side roads (Slater Street and Pingle Street) and it is proposed that the right turning traffic into Pingle Street is banned and this traffic re-routed via Soar Lane. This would then allow mostly unhindered progression for the general traffic in both directions.

It is also proposed that some widening be carried out in the inbound direction at the Northgate Street/Sanvey Gate junction to accommodate an extra lane for turning traffic into Soar Lane and Great Central Street. This would then allow the straight on inbound traffic to travel unimpeded. The proposed widening would require the acquisition and demolition of some properties on the corner of Northgate Street and Sanvey Gate. The extent of widening and the scope of modifying the junction will require detailed assessment at the detailed design stage.

A6 CORRIDOR

- Length of corridor 5.7 km
- Proposed length of bus lane inbound – 1.78 km (31.2% of corridor) (2.060 km including existing)
- Outbound 0.14km (2.5% of corridor)

The A6 corridor runs from the P&R site, south of the junction with the A46, south through Birstall to the Redhill Circle junction. It then continues south along the A6 Abbey Lane to St. Margarets Way, then along Vaughn Way to Abbey Street before entering the city centre.

Park and Ride site to Red Hill Circle

The bus priority proposals on this section of the corridor have been prepared in conjunction with Jelson Ltd., the developer of a site on north side of Birstall. The bus priority proposals on this part of the corridor (including a Park & Ride site) will form the off-site works that would be required as part of the planning approval and a Section 106 agreement with Jelson Ltd.

A dedicated bus lane from the Park & Ride site will be provided adjacent to the southbound carriageway of the A6 Loughborough Road. The bus lane will terminate approximately 130m south of Bentley Road, where it will merge into two southbound traffic lanes. It is proposed to provide new traffic signals at this location with full pedestrian facilities and pre-signals with bus detection facilities. This facility will be provided to give buses priority over all other traffic at this junction and assist them to clear the next traffic signalled junction at Greengate Lane on a 'green wave' indication.

As the buses leave the Greengate Lane junction, they are likely to be in front of the general traffic and are not expected to experience any significant delays because there are no controlled junctions along this section of the A6. Therefore, no bus priority measures have been proposed along this section and any provision would have been difficult due to the restricted width and the turning facilities required to the various side streets.

South of Station Road, the A6 widens out to a dual carriageway up to Red Hill Circle. In the vicinity Hermitage Road, it is proposed to turn the nearside lane (southbound carriageway) into a dedicated bus lane with some widening to maintain two traffic lanes on the approach to Red Hill Circle. At this signal-controlled approach, it is proposed to provide a pre-signals facility to the aid the buses through Red Hill Circle.

Redhill Circle to Thurcaston Road

A bus lane already exists on this section of the A6 and therefore no other proposals have been put forward.

Thurcaston Road to Beaumont Leys Lane

This section of the A6 is a dual carriageway with each inbound lane approximately 3.0 metres wide. The nearside kerb is lined with mature trees and therefore there is no scope for widening on this side. The central reservation is generally 3.0 to 4.0 metres wide and is not considered of sufficient width to accommodate an extra lane. The nearside lane is not free flowing due to constant interruptions from buses stopping to pick up passengers, cars moving in and out of the parking bays and delivery vehicles servicing the business premises.

As a result, drivers generally tend to avoid this lane and therefore it is proposed that this lane be marked out as a dedicated bus lane. The bus lane will be started at a distance of approximately 100 metres from the Thurcaston Road traffic signalled junction and then terminated at a distance of approximately 100 metres before the approach to the Beaumont Leys Lane traffic signalled junction. It is expected that the A6 inbound throughput at the

Abbey Lane/Beaumont Leys Lane junction will not be reduced because the bus lane will be terminated well before this junction.

An alternative to the above proposal for this section was considered. This included provision of pre-signals with a shorter bus lane in the vicinity of A6 Abbey Lane/Beaumont Leys Lane junction. This avoided the need to provide a fully dedicated bus lane because concerns were raised that removing one traffic lane for buses would create queuing problems along this section. This alternative was subsequently dropped due to the close proximity of the pre-signals to the Beaumont Leys Lane junction.

Beaumont Leys Lane to Blackbird Road

This section of the A6 is fairly congested during the morning peak period with queuing in both the inbound lanes. The Abbey Lane/Blackbird Road traffic signal junction is a major junction on this route and acts as a bottleneck, affecting the inbound traffic flow. It is proposed to introduce a bus lane for this section of the A6 by widening so that the two general traffic lanes are maintained and the traffic capacity is not compromised. The dual carriageway section of the A6 does not have mature trees (although there are small trees) lining the nearside kerblin in the inbound direction and therefore this gives the scope for widening for a bus lane. It is proposed that the additional width be achieved by narrowing the footway to approximately 2.5 metres and generally narrowing/realigning the central reservation.

A new traffic signalled junction has been constructed approximately 150 metres from the Abbey Lane/Blackbird Road junction to provide an access point to a new leisure centre/fitness club. It is proposed that the bus lane be terminated at a point approximately 100 metres before this junction where a pre-signals control is being proposed. This will stop the general traffic lanes from proceeding in the inbound direction and allow unhindered bus movement so that they are either in front of the queue at this new signalled junction or right of way is given to them as they approach this junction. The buses will then be able to proceed on a 'green wave' through the Abbey Lane/Blackbird Road traffic signal junction by appropriate linking with the new junction.

There are several local bus services that use the Beaumont Leys Lane to Abbey Park Road route via this section of Abbey Lane. There is also a future housing development planned on the northwest side of the city that could link up with a potential Beaumont Leys Lane bus corridor. This could potentially increase the number of buses travelling on this section of the A6 and therefore the proposals outlined above will also benefit buses from a different route or corridor.

Blackbird Road to Ravensbridge Drive

This section of the A6 comprises of a wide single carriageway and a dual carriageway with two inbound lanes. It is proposed to provide a short dedicated bus lane (approx. 200m) on the approach to the Ravensbridge Drive/St. Margarets Way signal controlled junction with some modifications to this junction. The modification of this junction will allow the introduction of an

'early start' phase that will then help the buses to proceed before the other traffic. As the buses proceed on the remaining section of St. Margarets Way, it is not expected that they are likely to incur any significant delays. Therefore, no measures are proposed beyond this point.

For the outbound direction, a short section of bus lane is proposed in the vicinity of the St. Margaret's Way/Ravensbridge Drive junction with an 'early start' phase to aid the buses in this direction.

City Centre terminus

There is a need to assess and develop improved facilities and interchanges provided in the City centre for public transport users. This will not be undertaken as part of this proposal but as part of a separate programme to develop a scheme that provides improved bus interchange facilities, incorporating the P&R services.

Negotiations will continue with the Leicester Regeneration Company on their proposals and also with the developers of The Shires over any proposal that may extend this retail area to ensure that any developments are co-ordinated.