

## STATEMENT OF REASONS

### **LEICESTER CITY COUNCIL (LONDON ROAD AND SECTION OF INNER RING ROAD, LEICESTER) (RED ROUTES – NO STOPPING AND LOADING BAYS) EXPERIMENTAL TRAFFIC ORDER 2020 (TME 2953)**

Leicester City Council has undertaken a review of the existing Traffic Regulation Orders on the Inner Ring Road and along certain main corridors within the City. Following the junction improvements at London Road and Waterloo Way which included the introduction of the bus lane access road, there is the opportunity to progress an Experimental Traffic Order. The Experimental Order will look to introduce a Red Route on parts of the Inner Ring Road (St Georges Way and Waterloo Way) and part of London Road. It should be noted that this Experiment will not affect the hours of operation or make changes to the length of the existing Pay & Display and Loading bays currently in place on both sides of London Road.

A Red Route is a Clearway, where a motor vehicle cannot stop. Unlike a standard clearway, a red route prohibition not only applies to the carriageway. But it also applies to the footway and verge and can include any signed and marked lay-by or parking bay. For drivers, the first main difference is a visual change to the road lining, where, at present, the road markings are either single or double yellow lines; these will change to red lines. The affected lengths of roads are listed below as part of the experimental proposals.

Currently, the affected lengths of roads have a combination of either double or single yellow lines with a loading ban. A loading restriction can operate 'At any time' and is shown by painted double kerb bars and may be accompanied by a traffic sign. Or single yellow kerb bars, support by a traffic sign showing the days and times of operation. For most main routes, the loading restriction operates during the rush hour times, currently 7.30 – 9.30am and 4 - 6pm Monday to Friday. These types of restrictions still allow members of the public to be picked up and dropped off by vehicles. In addition, a vehicle with a disabled badge can also wait for three hours when the loading ban is not in operation.

The red road markings inform drivers that they are prohibited from stopping to either pick up or drop off passengers, to stop for the purpose of load/unloading goods and equipment or parking for 3 hours with a valid disabled blue badge. These types of activities on a main arterial route can lead to potential unnecessary delays and severe congestion, especially during rush hour times. It has been identified that Buses have also been delayed and even prevented from picking up or dropping off passengers, by vehicles stopping on bus stop/stands, around the Railway station and at bus stops along London Road. Therefore, it is proposed to replace the existing restrictions with a new No Stopping prohibition that is commonly known as a 'Red Route'. This prohibition is new to Leicester, but Red Routes along with their road markings are operational in several major cities around the country. Red Routes operate effectively on main arterial routes and can incorporate parking and loading requirements. More information on Red Routes can be found towards the end of this document.

As the Red Routes will be new to Leicester, the City Council proposes to introduce this prohibition under an Experimental Order for a maximum period of 18 months. The first 6 months of the experiment is the formal period where objections can be raised against the experiment being made into a permanent Traffic Regulation Order. The experiment

will allow the Council to monitor the route, to see if it is effective in maintaining free flowing traffic and bus service reliability. This type of prohibition, being the double and single red lines can be enforced by CCTV cameras, or by Civil Enforcement Officers. It has been identified that the bus stops at the front of Leicester's Railway Station located adjacent to the bus lane access road lane of London Road, is an area of concern. As such, the existing camera at that location can be used to ensure compliance of the bus stops. As part of the experiment, the Council will consider other sites of concern along London Road, St Georges Way and Waterloo Way.

### **Experimental Proposal**

Leicester's Red Route will implement No Stopping 'At Any Time' (Double Red Lines) on the following routes: -

- London Road, both sides, in both directions, including the bus lane access road (excluding areas of existing parking bays), from Waterloo Way to the roundabout with the junctions of Mayfield Road and Victoria Park Road,
- St Georges Way, both sides, in both directions from its junction with Charles Street to Waterloo Way,
- Waterloo Way, both sides, in both directions from St Georges Way to its junction with Regent Street.

It is also proposed to introduce No Stopping '7am to 7pm Monday to Saturday inclusive' (Single Red Line) this restriction will be the underlying restriction that sits under the existing parking and loading provisions. The underlying restrictions will only come into effect when the parking or loading bays cease to be operational. Therefore, the bay markings will be painted red to reflect this. In addition, traffic signs (facing oncoming traffic) will show the days and hours of operation of the Red Route and the parking provisions. This prohibition is to cover the following lengths of road: -

- London Road north-east side; **(A)** 5 metres south-east of Conduit St in a south-easterly direction for 50.5 metres, **(B)** 29 metres south-east of Prebend St in a south-easterly direction for 43 metres, **(C)** 5 metres south-east of Victoria Ave in a south-easterly direction for 14.5 metres, **(D)** the prolongation of N/W building line of No.130-132 in a south-easterly direction for 57.5 metres, **(E)** 7 metres south-east of the N/W building line of No.160 in a south-easterly direction for 203.5 metres.
- London Road south-west side; **(A)** 16.5 metres north-west of the prolongation of the N/W kerb line of St James Road in a north-westerly direction for 136 metres, **(B)** 33.5 metres north-west of Granville Rd in a north-westerly direction for 37 metres, **(C)** 5 metres north-west of Salisbury Ave in a north-westerly direction for 57.5 metres, **(D)** 26 metres north-west of Victoria Passage in a north-westerly direction for 95.5 metres, **(E)** 8 metres north-west of Nelson St in a north-westerly direction for 15.5 metres.

It is also proposed to introduce additional loading bay facilities to help support local business and residential properties on sections of London Road: -

- North-east side, operating from 9.30am to 4pm and then from 7pm to Midnight & Midnight to 7am on all days, **(A)** 42 metres south-east of Saxby Street in a south-easterly direction for 14 metres, **(B)** 5 metres south-east of Mill Hill Lane in a south-

easterly direction for 10 metres, **(C)** 32.5 metres south-east of St James Road in a south-easterly direction for 10 metres.

- North-east side, operating from 9.30am to 4pm from Monday to Saturday inclusive, with a maximum period for loading of 20 minutes, **(A)** 7 metres south-east of the N/W building line of No.160 in a south-easterly direction for 10 metres, **(B)** from a point 99 metres south-east of the N/W building line of No.160 in a south-easterly direction for 10 metres and **(C)** from a point 173 metres south-east of the N/W building line of No.160 in a south-easterly direction for 10 metres.
- To amend an existing Loading only bay operating from 9.30am to 4pm Monday to Saturday inclusive, on the north-east side of London Road; 1) 39.5 metres south-east of the prolongation of the N/W building line of No.130-132 in a south-easterly direction for 18 metres

It is important to note, that whilst there is a No Stopping Order, vehicles may still stop to avoid an accident or are forced to do so by other traffic or traffic signals. In addition, Hackney carriage vehicles (Taxis) may pick up and drop off passengers except on a bus stop that has a thick Red Line within the bus cage. Unlike yellow lines, disabled blue badge holders must not park on a red route (except in a signed bay that is in operation). A driver of a vehicle displaying a blue badge can stop to pick up or set down a disabled person only, but they must not wait for them to turn up. All emergency vehicles are exempt on red routes and can stop to attend incidents. Finally, there are exemptions that can be covered by the issue of permits for street work or other operational purposes.

### **Red Route factsheet**

The new red route will effectively look to introduce double red lines, which prohibits stopping 'At Any Time'. The time plate is not required for the double red lines.



Red route double red lines means no stopping at any time, even to drop off or pick up passengers.

With regards to a single red line, there will be signs at the start of the prohibition and will be repeated dependent of the length of the prohibition. These signs will show when the no stopping Order is in operation. Below, the image shows that there is No Stopping between the hours of 7am to 7pm from Monday through to Saturday only. Therefore, outside these times and on a Sunday, vehicles may stop or even wait/park.

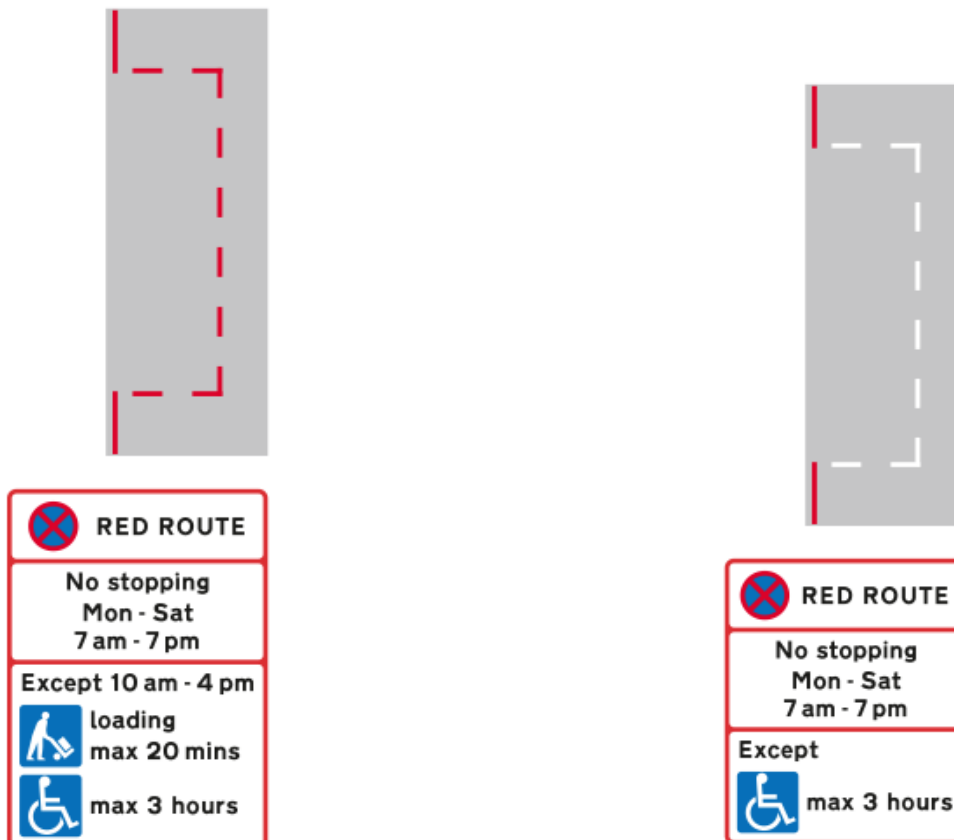


Red route single red lines have restricted stopping times that are displayed on the sign adjacent to the line.

On a length of road covered by a red route, there may be a requirement or an opportunity to introduce parking places or loading bays. Below are the two different ways that a bay (this also includes lay-by areas) can be shown on a red route: -

The first image of a bay is coloured in red; this means that when the bay ceases to be in operation the red route prohibition comes back into force. These bays will have an upright sign that faces oncoming traffic so that the drivers do not need to stop in order to read the sign. In this example both loading and disabled parking is permitted between the hours of 10am to 4pm from Monday through to Saturday. However, vehicles cannot load or park from 7am to 10am and 4pm to 7pm on the same days. Outside these times and on Sunday the provisions and prohibition does not apply.

On the second image of the bay is painted in white, this means that the bay will always be operational during the same hours as the no stopping Order. Again, there is an upright sign that faces oncoming traffic to aid drivers.



Red route bays marked on the carriageway that can permit parking or loading during the hours specified on the sign.