

Marsden Lane / Sanvey Lane traffic consultation

Frequently Asked Questions



What are the issues?

Local residents have raised concerns about vehicles using residential streets as a 'rat run' in a bid to bypass congestion along Lutterworth Road / Aylestone Road.

This consultation seeks views on a number of potential solutions to the rat run problem, as well as parking issues in the area.

Which roads are affected?

The main roads affected by the rat run issue are:

- Marsden Lane
- Sanvey Lane
- Logan Avenue

The knock-on effect of increased traffic levels also has an impact on residents living on:

- Conaglen Road
- Croft Avenue
- Franklyn Road
- Glover Court
- Morban Road
- Narrow Lane
- Sanvey Close

Parking issues predominately occur on Marsden Lane and Sanvey Lane.

Is the Lutterworth Road / Aylestone Road bus lane a part of this consultation?

No. However, some people fear that the bus lane may be adding to the problem by encouraging drivers to use Marsden Lane / Sanvey Lane / Middleton Street as a 'short cut' to bypass congestion at the Wigston Lane junction - hence we have included a question so you can share your views.

Evidence indicates that the Lutterworth Road / Aylestone Road bus lane does not affect the capacity of the junction at Middleton Street and that journey times have not been affected since its introduction.

However, there is little doubt that journey times have increased at certain times due to the increase in traffic levels which has resulted in the road becoming busier. Between 700 and 800 cars routinely using the route city-bound during peak hours.

Bus passenger levels have also increased, with Arriva reporting a 15% growth in the number of passengers along this route in the first year of operation. Six buses use the bus lane each hour, providing a capacity of 420 passengers per hour.

Furthermore, bus journey times along this stretch of road have been reduced significantly - by up to four minutes when the road is at its busiest and queuing extends towards Buckingham Drive.

Recent camera enforcement has meant that issues around vehicles undertaking and merge problems for drivers at the end of the bus lane have been eliminated.

Surveys show that around only five vehicles per hour use the bus lane in peak times to undertake queuing traffic, with most of these turning left into Marsden Lane.