

## CENTRAL RING ROAD

APART from a central improvement nearly forty years ago Leicester had made no serious attempt to widen her main thoroughfares until the construction of the new road from the L. M. & S. Railway Station to the L. & N. E. Railway Station which diverted north and south-east traffic and considerably relieved the centre. This thoroughfare, 85 feet in width, was completed in 1931, and development to this frontage has rapidly taken place, approximately 75 per cent. of the sites having been disposed of.

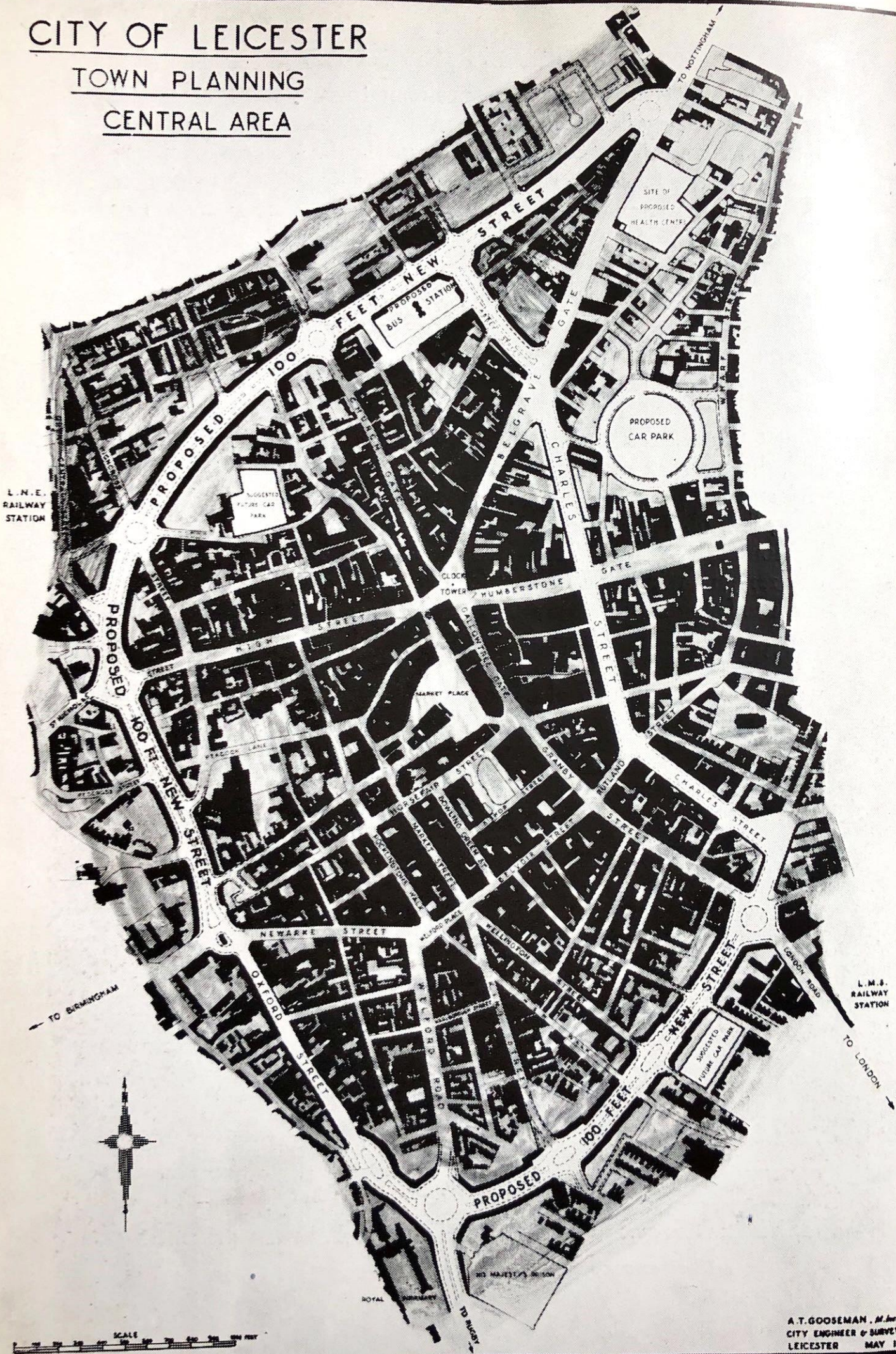
The advantages of this wide thoroughfare were so apparent that, in connection with the redevelopment of areas demolished under slum clearance schemes, it was decided to establish round the central area of the city a road of even greater dimensions than the 85 feet wide Charles Street and linking up with this thoroughfare at either end, the object being to divert through traffic from the centre of the city and the principal shopping streets and business administrative areas, thus obviating widening schemes through the most expensive portions of the city. Whilst affording this relief the centre of the city remains within easy access from this thoroughfare, its shortest distance being 215 yards from the Clock Tower.

The length of the Central Ring Road will be 2.20 miles and the road is to be constructed to a width of 100 feet with dual carriageways, allowing for three lanes of traffic in each direction, a 10 feet



IMPRESSION OF PROPOSED 100 FEET CENTRAL RING ROAD

CITY OF LEICESTER  
TOWN PLANNING  
CENTRAL AREA



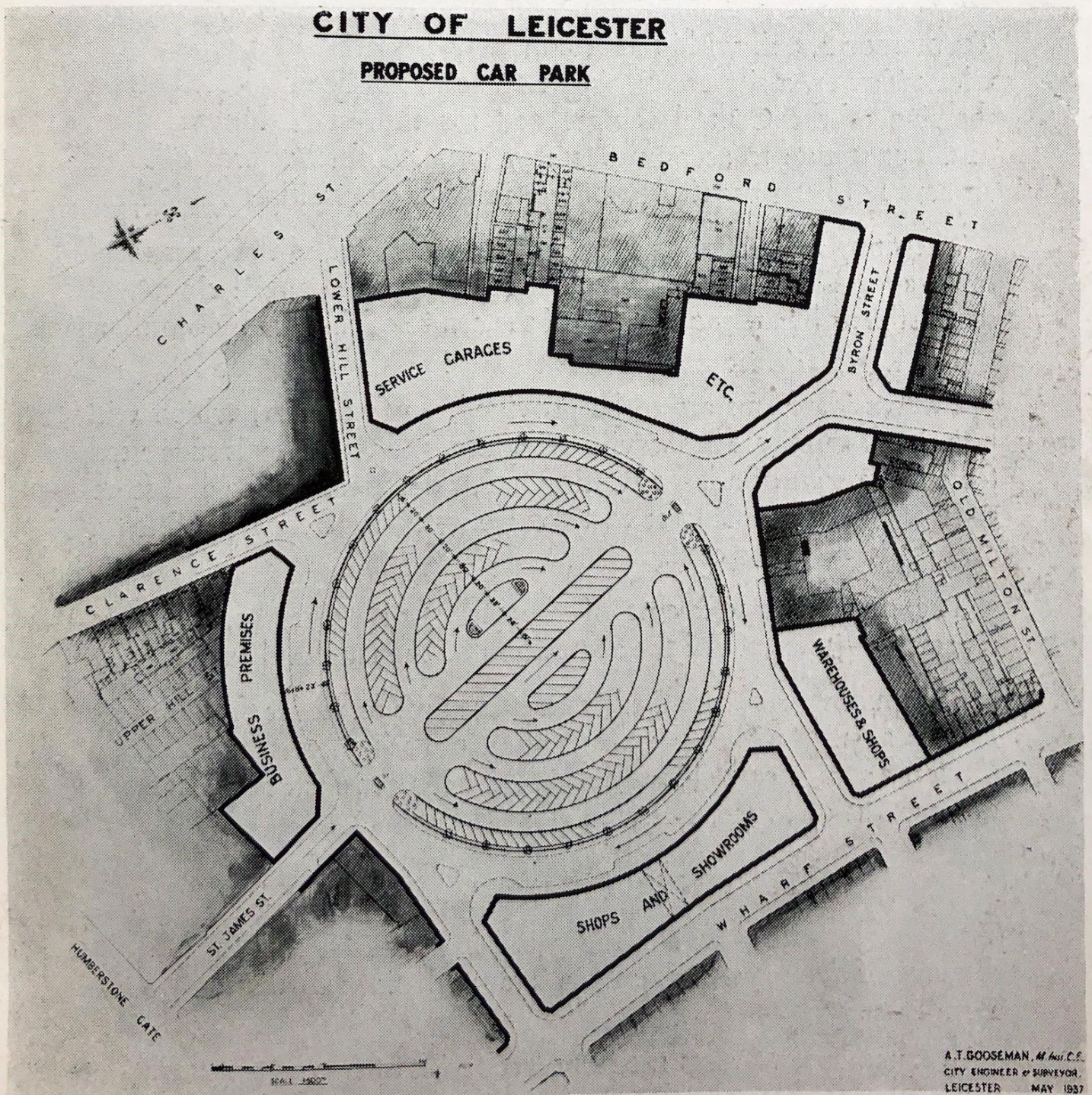
CENTRAL AREA PROPOSALS

central verge as a dividing strip, and two 15 feet footways. The verge will be planted with a hedge and shrubs, small trees being utilised to relieve the monotony.

A grant of 50% is being made by the Government towards the cost of the section now in hand from Foundry Square to St. Nicholas Street and it is anticipated that a similar grant will be made for the remainder.

### CAR PARKS

AREAS are tentatively suggested as parking places for private vehicles, in close proximity to the Ring Road, within approximately a quarter of a mile from the Clock Tower, and within easy reach of the shopping, administrative and theatre areas.



PROPOSED CAR PARK SHOWING ACCESS FROM FOUR MAIN ROADS

To the north-east of the Clock Tower, and lying centrally between four main roads, it has been possible to establish a large central car park on an area of approximately 3 acres, for the accommodation at peak times of 400 cars. Additional land is also being acquired in order to obtain satisfactory redevelopment round the car park.

The total net estimated cost of the scheme is £105,000 including land.

The circular design of the car park will lend itself amenable to the provision of one or more tiers should the necessity arise for further accommodation.

### **OMNIBUS STATION**

To the north, and within approximately a quarter of a mile of the Clock Tower, a site comprising 1.66 acres has been selected along the line of the Central Ring Road for the establishment of an omnibus station to accommodate 47 buses. A further area of .2 of an acre has been provided to accommodate 20 waiting vehicles.

The siting of an omnibus station in this position, with its easy and rapid approach to all main arterial roads via the central ring, will successfully obviate the crossing of the centre of the city by omnibus traffic.

Twelve platforms are to be provided, 20 feet apart, which will permit of a duplicate bus service being run, and provision is suggested for the erection of a large waiting hall, cafe, kiosk, office and store rooms, and conveniences; and over one-third of each platform a canopy is to be erected.

The total estimated cost of the scheme is £51,845, £28,345 representing the cost of the acquisition of the land and property.

Compulsory Purchase Orders have been made, under the Housing Act, to acquire within the limits of all the schemes as much of the property as is permissible to include for the satisfactory redevelopment of the areas to be cleared.

### **MELTON ROAD IMPROVEMENT**

THIS scheme provides for the widening of Melton Road for a distance of 1,700 yards from the Tram terminus to the New City Boundary.

In general the width is 120 feet and consists of two 22 feet carriageways, one 23 feet central grass reservation, two 9 feet cycle tracks

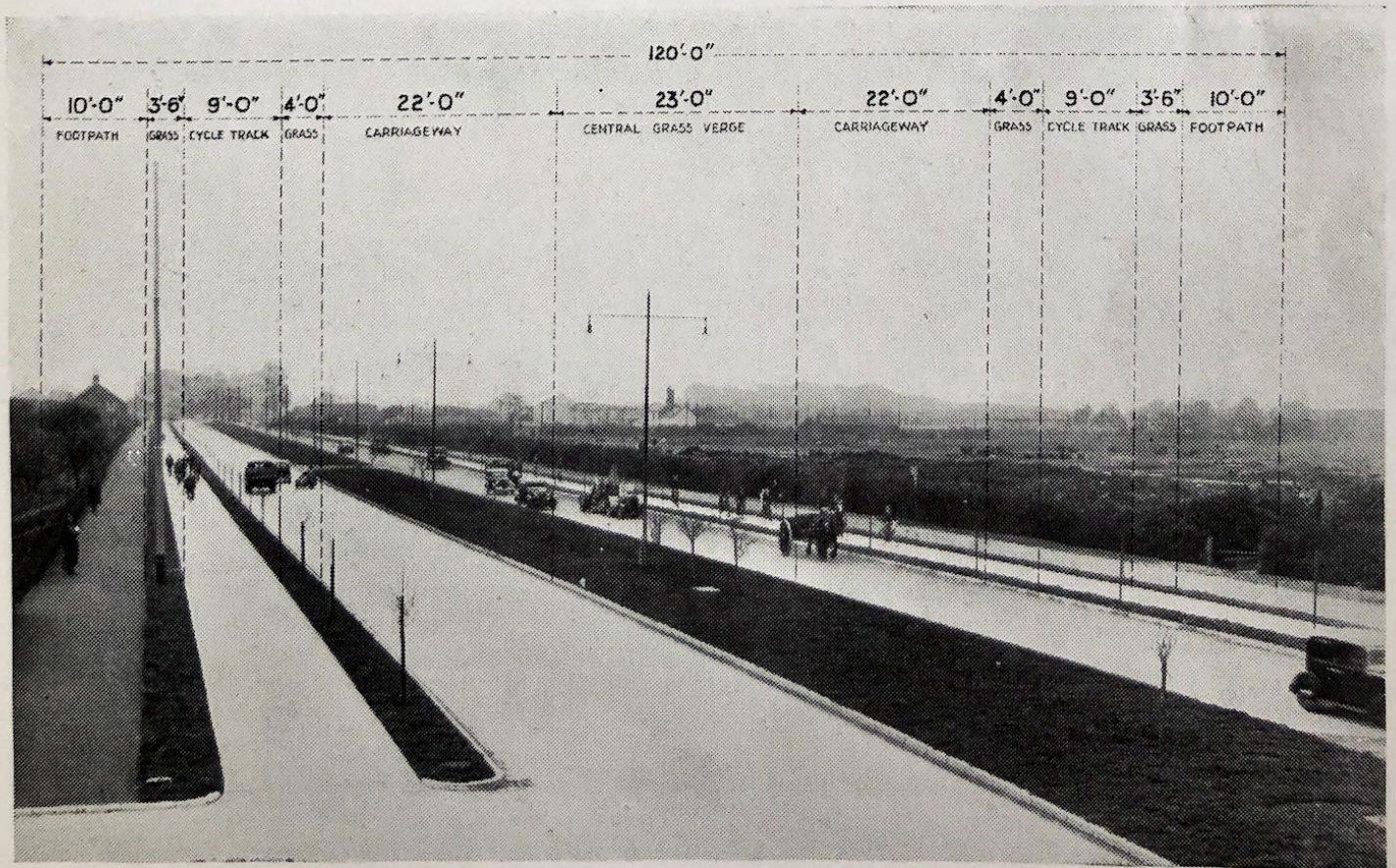
and 10 feet tarmacadam footpaths, with grass verges between all cycle tracks. Where the proposed Ring Road and other Town Planning Roads are scheduled to be constructed in the future provision has been made for roundabout systems.

The existing carriageway was utilised as far as possible and a new 8 inch all concrete finish carriageway provided on the widened side. The cycle tracks are constructed with 4 inch all concrete finish surface and provision is made for widening the carriageways from 22 feet to 30 feet should this be required in the future.

The question of planting shrubs and trees was carefully considered in conjunction with the Roads' Beautifying Association and the final scheme embodies the layout of shrubs and trees in groups so as to present a natural effect when these have matured. Shrubs are planted together with trees in the central grass reservation which will minimise glare from headlights; trees are also planted along the side verges.

Sixteen feet service roads are provided with additional 6 feet tarmacadam footpaths on the outside of the 120 feet fence line, but where this cannot be obtained between existing property the service roads are brought inside in lieu of the cycle tracks.

The total cost of this improvement when completed will be approximately £68,000, and a grant of 60% of the cost of the greater part of this work is being made by the Government.



DUAL CARRIAGE WAY, MELTON ROAD

# RECENT ROAD IMPROVEMENTS



BELGRAVE GATE BEFORE WIDENING



BELGRAVE GATE AFTER WIDENING