



Leicester
City Council

**MEETING OF THE ECONOMIC DEVELOPMENT, TRANSPORT AND
CLIMATE EMERGENCY SCRUTINY COMMISSION**

DATE: WEDNESDAY, 15 DECEMBER 2021

TIME: 6:15 pm

**PLACE: Meeting Rooms G.01 and G.02, Ground Floor, City Hall, 115
Charles Street, Leicester, LE1 1FZ**

Members of the Commission

Councillor Joel (Chair)

Councillor Singh Sandhu (Vice-Chair)

Councillors Fonseca, Malik, Porter, Rae Bhatia, Singh Johal and Valand

Members of the Commission are invited to attend the above meeting to consider the items of business listed overleaf.

For Monitoring Officer

Officer contacts:

Sazeda Yasmin (Scrutiny Policy Officer)

Aqil Sarang (Democratic Support Officer),

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Further information

If you have any queries about any of the above or the business to be discussed, please contact:

Aqil Sarang, Democratic Support Officer on 0116 45463505591.

Alternatively, email , or call in at City Hall.

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AGENDA

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1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are asked to declare any interests they may have in the business to be discussed on the agenda.

3. MINUTES OF THE PREVIOUS MEETING

**Appendix A
(Pages 1 - 8)**

The minutes of the meeting of the Commission held on 13 October 2021 are attached and Members are asked to confirm them as correct record.

4. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Monitoring Officer to report on any questions, representations and statements of case received in accordance with Council procedures.

5. PETITIONS

The Monitoring Officer to report on any petitions received in accordance with Council procedures.

6. CONSIDERATION OF UNRESOLVED OBJECTIONS TO TRAFFIC REGULATION ORDERS

**Appendix B
(Pages 9 - 12)**

The Director of Planning, Development and Transportation submits a report to Members of the Commission on the process for dealing with unresolved objections to Traffic Regulation Orders (TRO's).

Members of the Commission are recommended to note the report.

7. CONSIDERATION OF OBJECTIONS TO CLARENDON PARK AREA, EXPERIMENTAL SHORT TERM (RESIDENTS ONLY PARKING) PERMIT SCHEME TRAFFIC REGULATION ORDER 2021 **Appendix C (Pages 13 - 38)**

The Director of Planning Development and Transportation submits a report.

Members of the Commission are recommended to consider the unresolved objections to the Traffic Regulation Order and pass their comments to the Director of Planning, Development and Transportation.

8. TRANSFORMING CITIES FUND - UPDATE **Appendix D (Pages 39 - 54)**

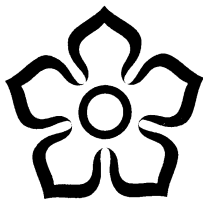
The Director of Planning, Development and Transportation submits a presentation updating the Member of the Commission on the Transforming Cities Fund.

Members of the Commission are recommended to note the presentation and pass any comments to the Director of Planning Development and Transportation.

9. WORK PROGRAMME **Appendix E (Pages 55 - 64)**

For Members' consideration, the work programme for the Commission is attached.

10. ANY OTHER BUSINESS



Leicester
City Council

Minutes of the Meeting of the
ECONOMIC DEVELOPMENT, TRANSPORT AND CLIMATE EMERGENCY
SCRUTINY COMMISSION

Held: WEDNESDAY, 13 OCTOBER 2021 at 5:30 pm

P R E S E N T :

Councillor Joel (Chair)
Councillor Sandhu (Vice Chair)

Councillor Malik

Councillor Porter

Councillor Rae Bhatia

* * * * *

30. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Fonseca, Councillor Singh Johal and Councillor Valand.

31. DECLARATIONS OF INTEREST

The Vice Chair declared that he had a conflict of interest at Item 9 on the agenda as he operated a business around the St George area but would be participating in the meeting with an open mind.

Councillor malik declared that the voluntary organisation that he was associated to had made a bid to the Community Renewal Fund as a partner organisation, but he would be participating in the meeting with an open mind.

32. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting of the Economic development, Transportation and Climate Emergency from 18 August 2021 and 7 September 2021 were confirmed as a correct record.

33. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

The Chair invited Nicola Royale to introduce the question to the Commission on the Workplace Parking Levy.

“Climate Action strongly feels that the cost of each parking space should be the

same or slightly higher than the cost of an annual bus ticket. Currently an adult flexi bus ticket is at a cost of £620.00, considerably higher than the cost proposed for parking spaces in the Workplace Parking Levy. Do you propose that the annual parking space is higher than the annual bus ticket and if the price of bus tickets continue to rise, would there be a mechanism to ensure the Workplace Parking Levy rises with them?”

The Director for Planning and Transportation provided a response to the question. It was noted that the consultation exercises had been carried out and ended on 17 September 2021 but were grateful for further comments. Any further comments helped the development of a full business case for the Workplace Parking Levy and the related work on the Local Transport Plan. It was noted that there had not yet been a settlement on the final figure for the charge, but a figure had been suggested to stimulate the conversation.

There were different considerations, including the average annual bus ticket but also considerations related to affordability and the department were still in the process of working through this. The current challenge was to consider all the factors and see where all the information leads to in terms of a final view on the charge.

It was suggested that in terms of indexation, there would be indexation of charges and this was a current practice in Nottingham.

As a follow up to the response provided by the Director for Planning, Development and Transportation, Nicola Royale noted that if the introduction of a Workplace Parking Levy was an incentive to get people out of their cars and using sustainable forms of transport, the cost of a parking space had to be more expensive than the cost of an annual bus ticket.

In the absence of Margarette Lewis the Chair introduced the question.

“to ensure a modal shift away from cars to a more sustainable forms of transport, it is imperative that car drivers are given incentives to switch. May we ask if the Workplace Parking Levy will be used to pilot subsidising fares for key groups such as school children and those on benefits and if not, why not?”

The Director for Planning Development and Transportation provided a response to the question raised. It was noted that, the workplace Parking Levy was still in its early stages and the comments were welcomed. It was agreed that if this was going to be successful then significant investment would be required in the modal shift away from cars into public transport, walking and cycling. This would be incentivised through the WPL charge itself to employers but also the investment of the money that would be generated by the Workplace Parking Levy to invest in bus services. The WPL investments would

also help improve cycling infrastructure, pedestrian routes and improvements in both the central parts of the city and also local neighbourhoods. It was absolutely the case that the service would like to incentivise modal shift but in terms of specific subsidies, these were subject to ongoing consideration.

34. PETITIONS

The Monitoring Officer noted that none had been received.

35. ECONOMIC RECOVERY PLAN - UPDATE

The Assistant City Mayor for Jobs, Skills Policy Delivery and Communications introduced the item on the Economic Recovery Plan. It was noted that the report served two purposes, to update the Commission on the economic recovery plan and also to reflect and respond on how this work responded to the Scrutiny Review carried out by the Commission. Members that were involved in producing the report were thanked.

It was further noted that the proposed economic activity should reward the people of Leicester with good well-paid employment.

The Head of Economic Regeneration provided an update on the Scrutiny review and delivered an update on progress. It was noted that the recommendations from the scrutiny review had helped plan the strategic direction of the plan. The primary recommendations included a greater use of statistical data when developing services and policies. Availability of up to date data during the pandemic had been challenging, but the team had been developing an Economic Development Dashboard to keep the data and information available.

It was suggested that as a result of the pandemic there had been a significant increase in youth unemployment and the Scrutiny Review had recommended a direct response to this. The Scrutiny Review also recommended interventions at a more local level and this was being addressed.

The Review also recommended embedding inclusive growth into the economic strategy planning and this was something that had been addressed in the recovery plans.

As part of the discussions it was noted that:

- The Kickstart Scheme would be available from a broad range of industries and organisations across the city
- Members suggested that the interventions outlined in the report had the potential to have a positive impact on economic recovery though time would tell on how effective the plans would be
- Engagement with the VCS sector was important as the sector had previously played a vital role. Officers suggested that this was particularly dependent on funding and overall, there had been positive engagement with the VCS Sector including well attended workshops
- It was noted that the on-site construction hub would be advertised

through the Employment Hub. There would be more information on this once it went live

- The department were working on reaching further into communities to raise the profiles of the initiatives available
- The Director of Tourism, Culture and Inward investment noted that business support programmes were targeted at SME organisations and this allowed for VCS sectors to participate.
- It was noted that working in partnership with community-based organisations provided partner organisations to bring their expertise on sectors to develop future plans and strategies

The former Chair of the Economic Development Commission thanked the Chair and Officers for the invitation to the Commission meeting. It was noted that the purpose of the Review was to examine how the disadvantaged and economically excluded neighbourhoods in the city could be levelled up and noted the report accurately summarised the recommendations from the review.

The Member asked how work would be targeted towards neighbourhoods that the data demonstrated had the greatest needs and how will the data be used to develop policy and programmes targeted at the most deprived communities.

Officers noted that the targeted work was sometimes hindered by resources but outlined some of the current schemes based in neighbourhoods. This included the Construction Hub and its geographic location north of Beaumont Leys would be attractive to people from the surrounding area and as part of the work travel restrictions have also been considered to make it more accessible. The Fashion Technology Centre based in North Evington would also benefit a local area which accommodates a significant textiles workforce. The Youth Employment Hub would be based in the city centre but with a broader network reaching into communities e.g. with DWP workers based at local libraries.

It was further noted that projects were located at various locations across the city and data collected from participation at these projects would provide for more targeted communications. The project around the Economic Dashboard had allowed for data to also be accessed from the DWP from their live monthly updates and these were the types of resources available to develop policy going forward.

Members of the Commission suggested that the training made available should be focussed on sectors where there was a current need and that were well paid to benefit the people of Leicester. It was noted that the initiatives were in various different sectors and would help close the gaps such as pay inequality.

Following the Chair's questions, it was noted that the Youth Employment Hub would be located in the city centre as it had a large footfall of young people and one of the main criteria to attract the youth was visibility. Further information would be made available once a new location had been confirmed.

It was also noted that there were no findings as of yet from the REACH programme and this would be communicated to the Commission in the future.

Officers also noted that although, virtual delivery of services continued, some face to face delivery was returning. Some of the virtual events would continue as they had proved to be successful and these services would be retained to reach broader audiences.

AGREED:

- 1) That Members of the Commission note the recommendations from the review; and
- 2) That Officers be requested to update the commission in the future on the improvement of the Neighbourhood Retail Scheme across the city.

36. LEICESTER BIODIVERSITY ACTION PLAN 2021-2031

The Deputy City Mayor for Environment and Transportation introduced the item on Leicester's Bio-Diversity Action Plan (BAP) and how important it was in a compact city like Leicester.

The Senior Nature Conservation Officer and the Generic Planning Team Leader delivered a presentation on the Bio-Diversity Action Plan 2021-2031.

As part of the discussions Members of the Commission welcomed and appreciated the work done to construct the plan. It was queried whether the Local Plan would supersede the BAP and suggested that the BAP should be integrated within the Local Plan. The Director for Planning Development and Transportation reassured Members of the Commission that both plans were being developed together, integrating the BAP with the Local Plan, so the priorities and the objectives were consistent.

In response to the concerns raised by Members on the guidance in the plans, it was noted that the points raised were important points and these were embedded within the local plan and not were not just informal guidance's but also supported the Local Plan policies. Although there was a need for continued development to meet the needs of the city it was important to balance these with biodiversity across the city to benefit the city.

The Director for Planning, Development and Transportation noted that it was critically important that this plan was cross cutting and integrated with other plans across the different services in the Council. Regular updates to the Commission would provide information on the progress made to reach the targets set out within the documents.

It was noted that the detailed plans were covered across part 1 and part 2 of the plans including comparisons of the Bio-Diversity present across the city currently and what will be created in the future and Members were invited to request further information if it was required.

Although information on pesticides was not available at the Commission meeting, the Parks and Green Spaces team would have this information. Pilot

schemes and trials to reduce the use of pesticides across many local authorities had been undertaken and the plan proposed to reduce the use of pesticides in Leicester by 50% in the future.

It was further noted that people across the city had been engaging more with nature during the lockdown and species of wildlife had also remerged. Local environmental groups had been successful in increasing the number of participants and projects and had ran their own sessions to engage with a wider audience and these trends had continued following the lockdown.

AGREED:

- 1) Members of the Commission were recommended to note the Bio-Diversity Action Plan; and
- 2) That the Officers be requested to note the comments raised by Members of the Commission.

37. TRANSFORMING CITIES - GREAT CENTRAL WAY

The City Centre Streets Programme Manager delivered a presentation updating the Commission on the Transforming Cities Programme.

It was noted that:

- Phase 1 of the works to Great Central Way between Evesham Road and Bede Park had commenced and were completed in March 2021
- Phase 2 of the work which linked Kingsway to Meridian Leisure Park was in progress and details of the proposed work were given
- Engagement with Ward Councillors for phase 2 of the works would take place during October 2021 and public engagement would follow in November 2021. It was proposed that the City Highways Team would be on site in Spring 2022
- The schemes were funded through the Transforming Cities Fund.

38. CONNECTING LEICESTER - ST GEORGE ST/GRANBY ST

The City Centre Streets Programme Manager delivered a presentation updating the Commission on the Connecting Leicester Scheme.

It was noted that the St George Street and Granby Street schemes were funded through the governments Getting Building Fund for improvements around the city's Cultural Quarter.

The Granby Street scheme proposed to pedestrianize Granby Street between Northampton Street and Central Ring Road. This would also see highway improvements to Northampton Street. The proposed works would also see alterations to the cycle lane on Granby Street.

The work on Granby street was proposed to be on site in January 2022 and discussions continued on bespoke street furniture options. The Traffic Regulation Order had been advertised and there were no objections to the

pedestrianisation of Granby Street.

The works on St George Street would enhance access to the Cultural Quarter, with high quality link to the railway station and a public amenity for locals. The scheme had gone out to tender and the next steps were to re-engage with key stake holders, issue the Traffic Regulation Order, complete the first phase of work by spring 2022 and consider the design and delivery of subsequent phases.

The City Centre Streets Programme Manager shared images of the progress on works within the City Centre as part of the Connecting Leicester scheme.

As part of the discussions it was noted that the granite used previously at the clocktower had been reused for maintenance work around other parts of the city centre.

It was also noted that the schemes have improved the infrastructure for walking and cycling yet still provided ample parking spaces in an effective way including potential locations for electric vehicle parking.

AGREED:

- 1) That Officers be requested to provide future updates to the Commission;
and
- 2) That Officers be requested to note the comments made by Members of the Commission.

39. WORK PROGRAMME

The Chair noted that any suggested items for consideration on the work programme could be sent to the Chair or the Scrutiny Policy Officer.

40. ANY OTHER BUSINESS

There being no other items of urgent business the meeting closed at 8:06pm.

Appendix B

Economic Development, Transport and Climate
Emergency Scrutiny Commission

Date of meeting: 15th December 2021

Consideration of Unresolved Objections to Traffic Regulation Orders by EDTCE Scrutiny Commission

Lead Director/Officer: Martin Fletcher
City Highways Director

Useful information

- Ward(s) affected: All Wards
- Report author: Martin Fletcher
- Author contact details: 374965
- Report version number: 01

1. Purpose of Report

To brief the EDTCE Scrutiny Commission members on revised arrangements for the consideration of unresolved objections to Traffic Regulation Orders (TRO's).

2. Background

Traffic Regulation Orders are made to legally enforce specified permanent or temporary restrictions on traffic on the highway, for example speed limits, on street parking restrictions, bus lanes, banned manoeuvres and one-way streets. These are subject to statutory consultation with members, the public and other stakeholders.

The Director for Planning Development & Transportation (PDT) is responsible for taking final decisions on whether to approve and implement a TRO or not, taking into account all feedback from the statutory consultation process and member comments.

Previously, TROs that were subject to unresolved public and/or councillor objections following the formal advertisement stage were referred to Planning & Development Control Committee (PDCC) for comment. Any comments were then referred to the Director of Planning, Development and Transportation to make the final decision on a TRO.

Following the decision taken at Full Council on 8th July 2021, TROs that have unresolved objections will no longer be taken through PDCC. When discussed with members it was suggested that an alternative recourse to member scrutiny should be considered, potentially EDTCE Scrutiny Commission.

The revised approach to member oversight by EDTCE Scrutiny has been subject to discussion with City Barrister and Head of Standards and Democratic and Civic Support Manager. They have also been discussed with Executive leads and the Chair of EDTCE Scrutiny. All ward councillors have been informed of the proposals and invited to comment and no adverse comments were received.

3. Consideration of Unresolved TRO Objections by EDTCE Scrutiny

- i. Where TROs are linked to a scheme that is subject to a lead member Executive Decision there is already an opportunity for member call-in under the constitution. These schemes are likely to have been subject to consideration at EDTCE. Development schemes requiring TROs that are considered at PDCC are also subject to member scrutiny.

- ii. Under both above scenarios, TRO implications will be made explicit in reports such that members have clear information at that stage of scheme development to raise any concerns.
- iii. In these circumstances, there is member scrutiny and as such any comments made through these processes on TRO aspects will be considered by the Director in the final consideration of TROs after formal advertisement. Separately and in addition to formal Scrutiny, Ward and other councillors will still be able to make further comments at the formal TRO advertisement stage although in these circumstances there would be no further referral for member scrutiny. These would be considered alongside any other unresolved public objections by the Director in the final TRO determination.
- iv. With regard to TROs that do not fall into the processes referred to above, when members receive usual notification at the formal advertisement stage, they could request consideration of a TRO by EDTCE Scrutiny Commission by agreement with the Chair. Given the intervals between EDTCE meetings and also the need to progress TROs in a timely fashion these can, where required, be special meetings arranged to consider TROs only. Any comments from the commission would then be considered alongside any other unresolved public objections by the Director in the final TRO determination.

4. Process & Approach for TRO's requiring consideration by EDTCE Scrutiny

Officers will prepare a report for consideration by EDTCE Scrutiny. The report will set out the:

- Details of the TRO proposals, including any plans.
- Background information explaining why the council is considering making the TRO.
- The details of the objections received.
- Member and stakeholder comments.
- Officer responses to the objections.
- Details of any objections withdrawn.
- Recommendations.

The Lead Officer will present the report to EDTCE Scrutiny in person.

Scrutiny members will be able to question the Lead Officer on the details.

Scrutiny will have the opportunity to hear representations from affected Ward Members in attendance who may want to speak in support or have concerns about the proposals.

After hearing and considering the TRO details, EDTCE Scrutiny will be invited to make comments on the proposals. This might be to support the scheme, support with any suggested changes, make comments or raise concerns for the Director to take into account in a final decision.

Appendix C

Economic Development, Transport and Climate
Emergency Scrutiny Commission

Date of meeting: 15th December 2021

**Consideration of Objections to Clarendon Park Area,
Experimental Short Term [Residents Only Parking]
Permit Scheme Traffic Regulation Order 2021**

Lead Director/Officer: Martin Fletcher
City Highways Director

Useful information

- Ward(s) affected: Castle, Knighton
- Report author: Martin Fletcher/Chris Middleton
- Author contact details: 374965/373721
- Report version number: 01

1. Purpose of Report

To enable the EDTCE Scrutiny Commission to consider unresolved objections to the **Clarendon Park Area, Experimental Short Term [Residents Only Parking] Permit Scheme Traffic Regulation Order 2021** and give their views to the Director of Planning, Development and Transportation, who will take them into account when reaching a decision on whether or not to make the provisions of the experimental scheme permanent.

2. Summary

Leicester City Council ('The Council') has introduced a pilot residents' parking scheme (residents' permit holders only between 9.30 & 10.30am, Monday to Friday) under an Experimental Traffic Order (ETO) in the areas of terraced residential streets either side of Queens Road, between Victoria Park Road and Clarendon Park Road, henceforth to be referred to as the 'Phase 1' scheme. The scheme was advertised on-street and in the Leicester Mercury on 15th January 2021 and came into effect on 1st February 2021. The area(s) are shown within by the blue boundaries in Appendix A, Plan 1.

The scheme was introduced as an experiment as it was not clear if the proposed restrictions would prove effective in reducing commuter parking in the area.

The City Council has 12 unresolved objections to the Phase 1 scheme being made permanent, up to the end of the 6 month objection period on 31st July 2021 - see Section 5 of this report. Officer consideration of these objections is provided in the report and EDTCE member's comments are requested before a final decision is made on whether or not to make the experimental scheme permanent.

An extension (Phase 2) to the original Phase 1 scheme has now also been introduced in the areas of streets surrounding Phase 1 and is subject to a separate consultation exercise, albeit there are linked considerations. Phase 2 has the same restriction as Phase 1, and came into operation on 1st October 2021 following the same ETO process used in Phase 1. Phase 2 has been introduced to address concerns that were received following the introduction of Phase 1 about displacement parking from residents of the streets surrounding Phase 1, as well as commuter parking generally in the area, (See Appendix B, Plan 2, which shows the extension area(s) within the blue outline).

3. Recommendations

It is recommended that the members of the EDTCE Commission give their views for the Director of Planning, Development and Transportation to take into account when reaching a decision on whether or not to make the provisions of the Phase 1 (ETO) residents' parking scheme permanent.

4. Scrutiny / stakeholder engagement

The Phase 1 pilot residents' parking scheme was introduced in February 2020 following ongoing discussions with Castle Ward Councillors over continued commuter parking concerns in the Clarendon Park area.

In accordance with the statutory ETO process, proposals were sent by e-mail to Ward Councillors for Castle Ward, and the Chief Officers of Police, Fire and Ambulance Services and other consultees, including the lead member for Highway and Transportation, the representatives of local bus companies, the freight transport association and officers within the City Council, for example those responsible for school and cycling issues, on 26th November 2020, with a 3-week period to receive replies.

The Police replied by e-mail on 11th December 2021 with no objections to the proposals. Leicester City Council's Public Transport section responded, suggesting the scheme could move inconsiderate parkers into the bus stop on Queens Road. No other replies were received.

Leaflets informing residents about the scheme were sent to properties within the scheme area and in a surrounding area (See Appendix C, Plan 3) during the first week of December 2020. The Traffic Order was made on 13th January 2021 and was advertised on street and in the Leicester Mercury on 15th January 2021 (to come into operation on 1st February 2021).

The leaflets and the advert gave details of how stakeholders could provide feedback to the experimental scheme to the tro-yorkhouse@leicester.gov.uk e-mail address. In particular, in accordance with Traffic Order procedures, objections to the scheme being made permanent could be submitted during the 6 month period from when the scheme started on 1st February 2021 to the closing date for objections of 31st July 2021.

Letters about how to apply for permits were sent to all residents and businesses within the scheme area in the week beginning 19th December 2020.

A press release was published on 27th February 2021 when full enforcement of the restrictions came into operation.

Note that there is a separate consultation exercise currently underway for the Phase 2 scheme noted above.

5. Detailed report

The Phase 1 scheme covers the areas of terraced residential streets either side of Queens Road, between Victoria Park Road and Clarendon Park Road shown by the areas within the blue borders in Appendix A, Plan 1. It is intended to prevent all day commuter parking during the week by introducing a one-hour residents' permit holders only parking restriction, between 9.30am and 10.30am on weekdays, that would have a minimum impact on residents, their visitors, shoppers and businesses. There are no restrictions at the weekend.

There are 12 unresolved objections to the Phase 1 scheme (please refer to Appendix D – unresolved objections (with personal details removed)).

The objectors raised various concerns some of which were common to more than one objector. Where different objectors raised a common issue, the same response was used. Therefore, we have listed the objectors that raised a particular issue and given the common response that was sent (with additional information where appropriate).

The objectors either responded to say that they wished to continue with their objection or we replied to say that if they did not reply then we would consider that they wished to continue with their objection.

Unresolved Objections

Objectors 1, 2, 3, 6 & 10: Introducing the scheme during the pandemic has not provided a true reflection of how the scheme would operate during normal times.

Regarding the issue of introducing a scheme during the covid pandemic, this has enabled us to establish parking availability in Clarendon Park without too much disruption. The number of permits issued has confirmed the parking requirement for residents and enabled us to consider extending limited waiting spaces for visitors and shoppers. Enforcement was not affected by lockdown as Civil Enforcement Officers (CEOs) were operating in a covid-secure way. Therefore, as lockdown restrictions have eased, commuters have been discouraged from parking in the area. Our parking surveys have measured any change in the parking situation within the area and the level of displacement parking to the adjoining area. This has helped in evaluating the scheme, in the decision-making process and also the decision to widen the experiment to include streets outside the area who may wish to join the scheme.

Objectors 1, 6 & 10: More consultation.

Officers replied to say that the scheme was introduced in response to representations to the City Council and Ward Councillors. (Although not mentioned in replies, the covid situation restricted the opportunity for wider consultation before the scheme was implemented). An information letter was distributed to the scheme area and a larger surrounding area in December 2020, 6 weeks before the scheme came into operation.

Officers also replied to say that the experimental scheme must run for a minimum period of 6 months and can continue for a maximum period of 18 months. Parking surveys have shown an improvement in the available parking in the experimental area. The results of the parking surveys as well as feedback and objections from residents and businesses will be used to evaluate the effect of the scheme.

Letters were sent (18th August 2021) to ask for feedback to the original scheme. This feedback, as well as consideration of all outstanding objections that we have received to the scheme is used as part of the evaluation process for whether or not to make the current scheme permanent. The objectors' e-mails have been taken as formal objections and will be included in the final report to Director for Planning, Development and Transportation to consider when deciding whether or not to make the scheme permanent.

Objectors 1, 6 & 10: The Objectors asked for more information about how the scheme would be evaluated.

Officers replied to say that parking surveys and feedback from the local community will be used to evaluate the scheme, as well as the requirement that all objections received during the first 6 months of the scheme and that remain unresolved will be considered by the Director of Planning, Development and Transportation in consultation with elected members and City Mayor before a decision is taken on whether to make the scheme permanent.

A summary of parking surveys that showed an improvement in average available parking within the area from 19% before the scheme to 37% after the scheme was sent to objector 6. The results of the surveys, which were carried out between June 2020 and May 2021

both inside the scheme area and on the streets surrounding the scheme area, are shown in Appendix E – parking survey results.

Objectors 2 & 5: There are no visitor permits for residents or businesses

Officers replied to objector 2 to say that the resident permit restriction only applies between 9.30am to 10.30am from Monday to Friday, that the area is unrestricted outside of this time when visitors can park and that the restriction does not apply at all on Clarendon Park Road and Queens Road as well as in the wider area outside the scheme. Limited waiting parking spaces within the scheme are unaffected by the restriction.

Officers replied to objector 5 to say that Officers and elected members were working on a suitable provision of visitor permits to be implemented following the end of the initial 6 month period, however, the resident wished to continue with their objection to the scheme being made permanent.

A yearly allowance of 25 x £1.00 visitor permits is now available to all residents (from 1st October 2021) Residents with vehicles are eligible for 5 free visitor permits to cover times when residents change their vehicle.

Objectors 2 & 12: The limit of 4 permits per business is too small and will add costs to the business if the scheme is made permanent and permits are charged for.

Officers replied to say that businesses within the scheme area are entitled to a maximum of 4 permits which should be sufficient to provide for the travel needs for a large proportion of their staff. Officers suggested that a significant number of workers may live locally and that limiting the number of permits for each business will encourage their workforce to explore alternatives to a single car occupancy commute.

If the scheme becomes permanent, business permits will cost £100.00 per year for permits for a particular vehicle and £150.00 per year for permits that can be used in any vehicle. Whilst this cost is higher than residents permits it is favourable when compared with costs of parking elsewhere, for example in the City Centre. This cost may also encourage employees to investigate alternatives to single car occupancy commuting.

Objector 12 was told that as an estate agent based in the area, they were entitled to apply for additional permits during the experimental phase. In line with other residents' parking schemes operating in the city, this provision is given for estate agents as their workforce are reliant on their vehicles to attend property appointments within the area, which would be difficult without the use of their vehicle. This situation will be reviewed if the scheme is made permanent, taking into account evidence of need and scheme capacity. If the scheme were made permanent, it is expected that the additional available on-street parking capacity will support creation of limited waiting parking spaces, mitigating the need for the further issuing of exceptional additional permits.

Objectors 3, 6, 7, 8, 9 & 11: Raised the issues that residents' parking had been rejected previously in the area on two occasions or that there was only limited support or need for a scheme (City Council officers have previously reported that they have received 14 requests for residents' parking in the past 5 years).

Officers replied to say that whilst we understand that the larger area of Clarendon Park has rejected parking schemes previously, the City Council and Ward Councillors have continued to receive requests to address parking issues. These requests indicate that a lack of parking

is a particular problem for residents in the areas closest to the Queens Road shopping area. Ward Councillors had received more requests directly and had been liaising with local organisations on this issue.

The experimental scheme is significantly different from other permit zones that exist in other parts of the city and schemes that have been proposed previously in Clarendon Park.

Previous proposals in Clarendon Park were for a scheme which operated 24 hours a day 7 days a week. The experimental scheme is for one hour a day Monday to Friday between 9.30am and 10.30am to deter commuters. Only qualifying residents and businesses with a permit will be able to park in the experimental areas during those times. Outside of these 5 hours a week, anyone can park in the experimental zone as usual.

Objectors 3, 6, 8 & 9: The scheme only covers part of the area and has caused displacement parking to roads just outside the area.

Officers replied to say that they were aware that the scheme had caused displacement of vehicles to nearby streets and that surveys were continuing to measure this effect. The Council was looking into the possibility of extending the scheme to a wider area of surrounding streets within the next 12 – 18 months, to see if this would reduce or eliminate any further displaced commuter parking in the area beyond that extension. Officers replied to say that was likely that their road will be included in the extension area if it goes ahead.

The area for the extension (“Phase 2”) that is now in operation under a separate experimental order and is subject to separate consultation process. The Phase 2 area is shown by the areas surrounded by the blue on in the Appendix B, Plan 2 (the original “Phase 1” scheme is shown by the areas surrounded by the green lines). See also ‘Phase 2 extension’ in Other supporting information, below.

Objectors 9, 10 & 11: The Objectors had signed an on-line petition created before the scheme began calling for the implementation of the scheme to be stopped.

Officers replied to say that the final petition had not yet been received, but that it would be dealt with in accordance with the Council’s petitions process if and when it is received. Although not mentioned in replies the final petition has not been submitted yet and it is now too late for it to be considered as an objection to the scheme being made permanent, as the final date for the receipt of formal objections was 31st July 2021.

Objector 1: What provision for electric vehicles is there within the area?

Officers replied to say that a number of electric vehicle charging points and associated bays where only electric vehicles will be able to charge during the daytime are being introduced in the area.

Resolved/withdrawn objections

3 other objectors withdrew their objections when they were offered exceptional permits to park in the scheme area. 1 objector withdrew their objection when they were provided with exceptional visitor permits as they required health visitors to visit during pregnancy and relatives to visit for child care/social visits after the birth.

There were 4 inquiries which were not clearly stated as objections. Officers replied to ask if they wished their inquiry to be treated as an objection, but if there was no response, that their inquiry would not be treated as an objection. No responses were received.

Other supporting information

The experiment has been monitored for the first six months through parking surveys and general feedback to assess if it has proved successful, together with consideration of any formal objections that have been received.

Parking Surveys

Parking surveys have shown that the on-street parking capacity within the experimental area has increased from 19% before the scheme was introduced to 37% after its introduction. The surveys were carried out between June 2020 and May 2021 both inside the scheme area and on the streets surrounding the scheme area and are shown in Appendix E – parking survey results.

Visitor & other permits:

4 inquiries were received during the experimental period that were not treated as objections but were asking for visitor permits. A booklet of 25 visitor permits (at a cost of £1.00 per permit) is now available to residents and businesses within the scheme.

The limit on the number of visitor permits is because of concerns over potential abuse of the visitor permit system and also the times of the restriction may not be a particularly popular time for visitors to residents of the area.

Carer permits are available under the scheme subject to eligibility. For landlords and contractors the City Council advises the use of contractor's permits that are available at a cost of £20.00 per day.

Phase 2 extension:

During the objection period the City Council received 16 inquiries from residents who did not wish to object but lived in the area surrounding the experimental scheme asking for the scheme to be extended to their street. The majority of the streets from which these requests were received have now been included in the additional Phase 2 (Appendix B, Plan 2) experimental scheme which is currently subject to a separate consultation.

Feedback letter sent week commencing 16th August 2021.

A letter was sent to all properties in the residents' parking scheme area from 18th August 2021, inviting feedback to the scheme.

Eleven replies were received asking for the scheme to continue permanently.

Nine replies were received that indicated that they were not in favour of the scheme however these replies were received after the end of the statutory 6 month objection period so could not be considered as formal objections as part of this report. These replies also raised various issues already raised and responded to in the unresolved objections section above, including that: proposals had been rejected previously in the area; there was no problem with parking; the scheme disproportionately affects students; asking for more visitor permits; questioning the validity of survey data; the inconvenience of the scheme, & suggesting a time later in the morning for the permit period.

Officers have responded to all of these enquiries.

The City Council is currently considering the issue of the limit on visitor permits.

Officers recommend that, following careful consideration of the objections to the scheme being made permanent described above, and all other additional information, the provisions of the Phase 1 Experimental Order should now be made permanent and formally advertised.

6. Financial, legal, equalities, climate emergency and other implications

6.1 Financial implications

The advertising cost to make the Experimental Traffic Order permanent is estimated to be £1,500 to be funded from existing budgets within the capital programme. If the scheme becomes permanent, then income in the region of £16k will be received from permits to finance the administration of the scheme.

Stuart McAvoy – Principal Accountant

6.2 Legal implications

Experimental Traffic Orders are introduced under the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. All aspects of that legislation will be complied with in the making of the Order. The legislation requires that all objections made and not withdrawn are taken into consideration before an Order is made. All objections received have been taken into consideration in preparation of this report.

The legal implications are written and confirmed by John McIvor, Solicitor, Legal Services.

6.3 Equalities implications

Under the Equality Act 2010, public authorities have a Public-Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment and victimisation, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

An Equality Impact Assessment has been carried out on the Clarendon Park Area, Leicester Experimental Traffic Order 2021 (TM2957) Phase, this will be updated to reflect any changes with the proposal going forward.

If the order is agreed and formally advertised, need to ensure this is carried out in an open and accessible format.

Sukhi Biring, Equalities Officer, 454 4175

6.4 Climate Emergency implications

Whilst the climate emergency implications of this specific scheme are likely to be relatively limited, ongoing use of permitting schemes to discourage commuter parking in residential areas may have a positive impact, if this encourages greater use of public transport for commuting purposes.

Aidan Davis, Sustainability Officer

6.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

N/A

7. Background information and other papers:

None.

8. Summary of appendices:

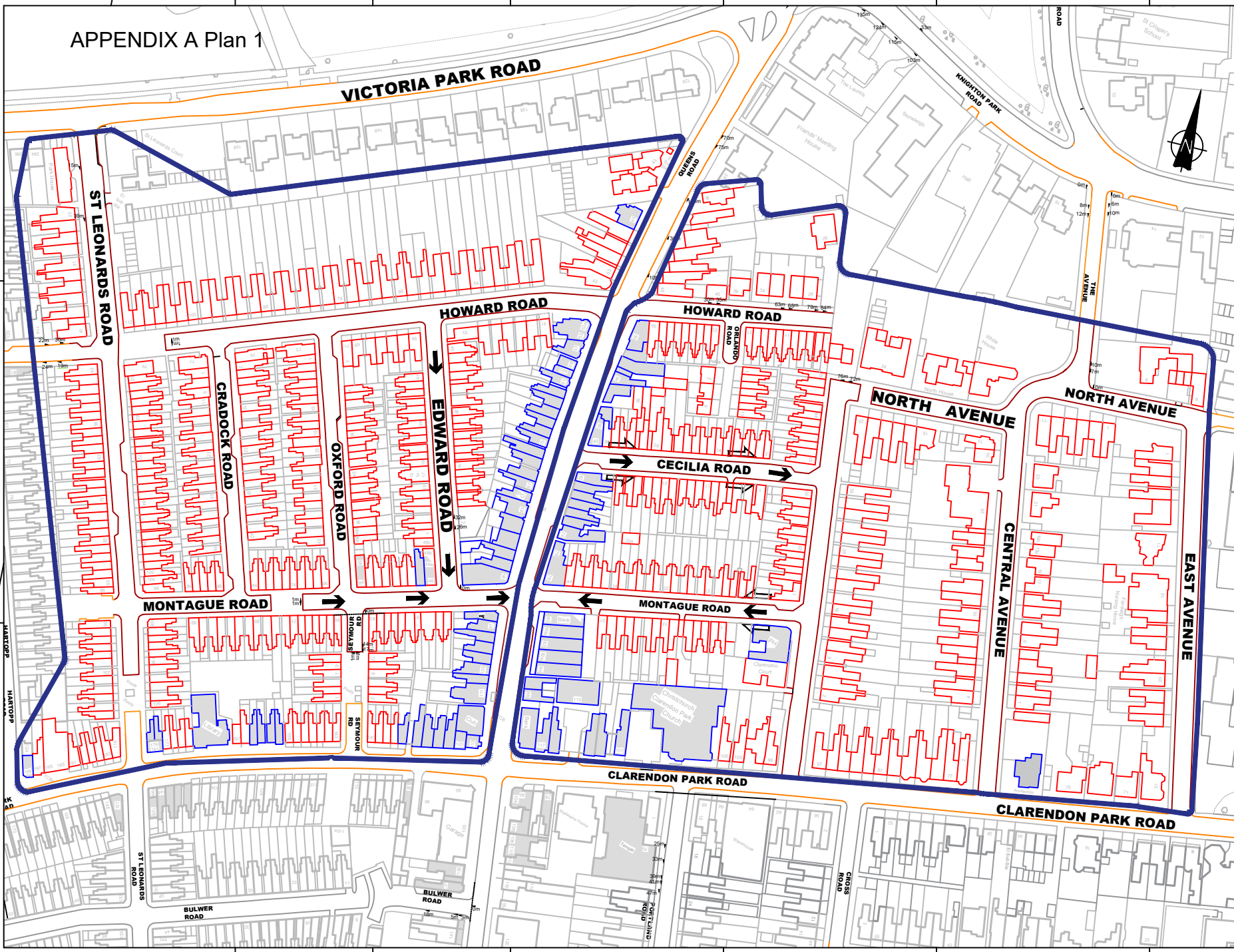
Appendix A – Plan 1

Appendix B – Plan 2

Appendix C – Plan 3

Appendix D – unresolved objections

Appendix E – parking survey results



KEY:

- Proposed
- RPZ Boundary
- Properties within the Scheme
- Businesses within the Scheme

Please note:
Queens Road and Clarendon Park Road will not be included in the scheme

Revision	Author	Date
1	ES	12/01/2023

Ordnance Survey
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Leicester City Council
 Planning, Development and Transportation

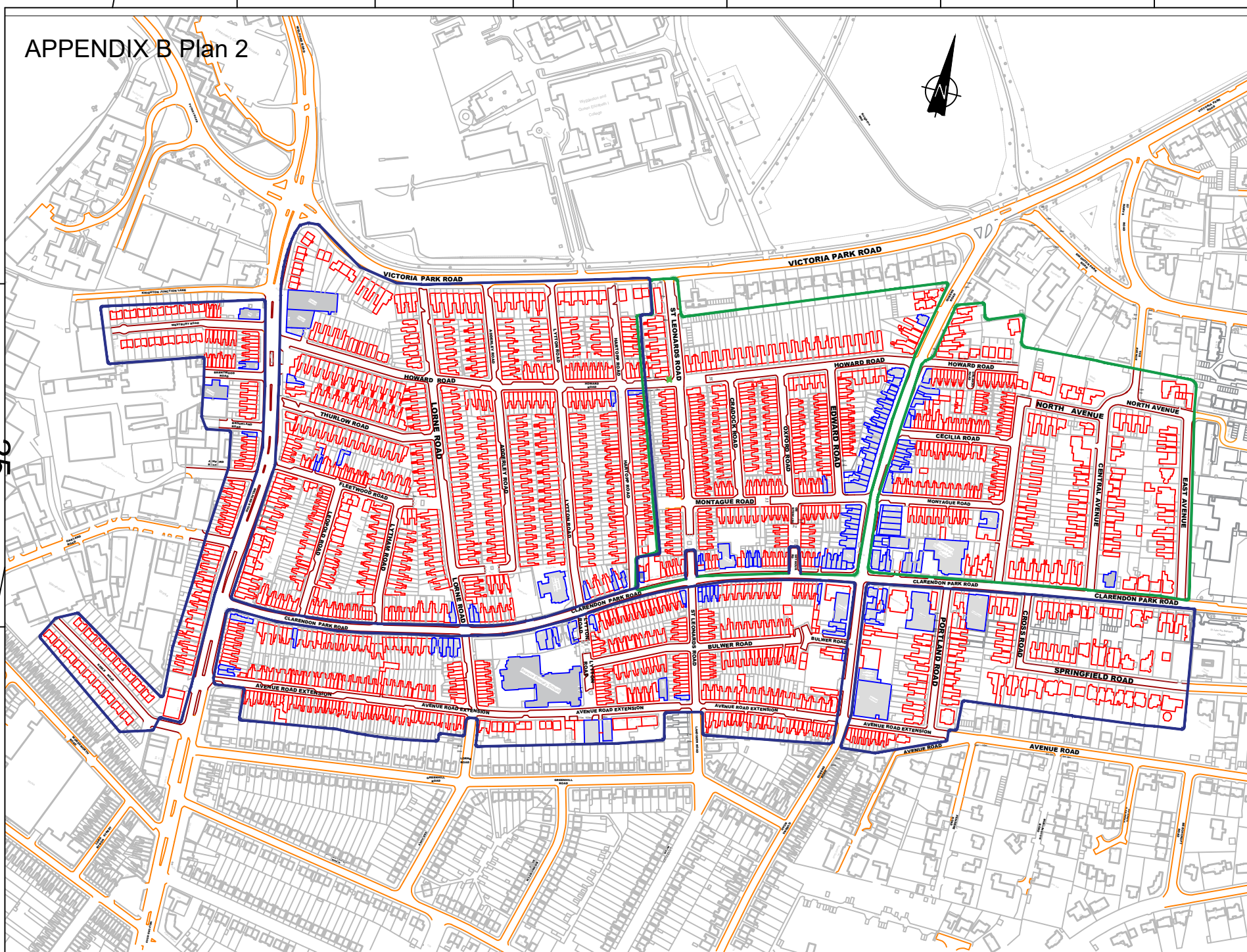
LOC

PROPOSED RESIDENTS PARKING ZONE CLARENDON PARK AREA

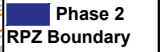
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2	LOC	NTS
3	LOC	NTS
4	LOC	NTS

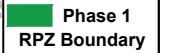
APPENDIX B Plan 2

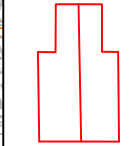
25



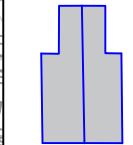
KEY:

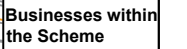
 Phase 2 RPZ Boundary

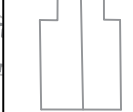
 Phase 1 RPZ Boundary



 Properties within the Scheme



 Businesses within the Scheme



 Business/Resident not included in the Scheme

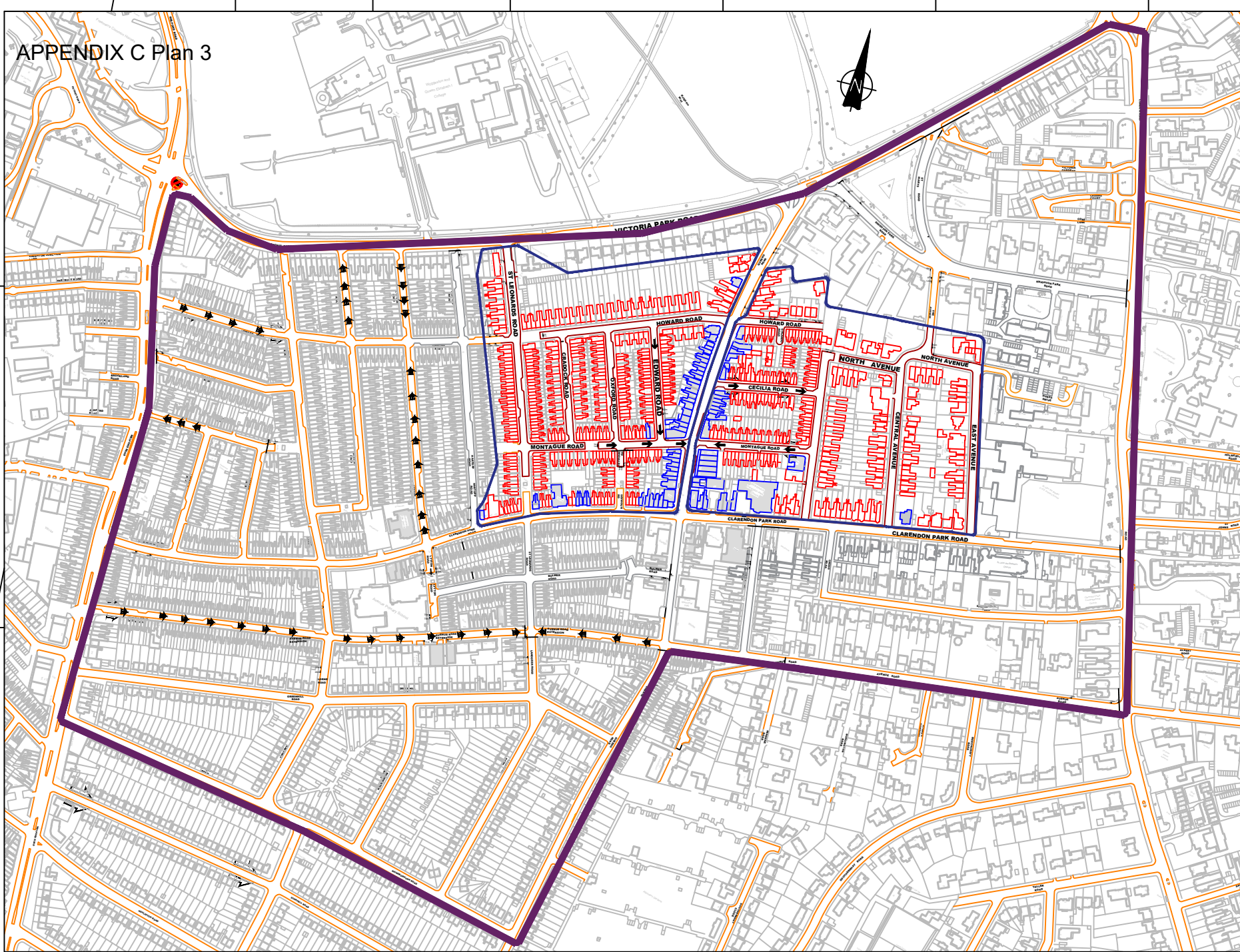
Clarendon Park, Queens, Victoria Park and Welford Roads will not be subject to the restrictions. However, the addresses will qualify for permits.

Revision: 01
 Approved: [Signature]
 Date: 01/01/2025
 LSC
 Leicester City Council
 Planning, Development and Transportation

LCC	
PROPOSED RESIDENTS PARKING ZONE CLARENDON PARK AREA EXTENSION	
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Drawn:	NTS
Checked:	
Approved:	
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Checked:	
Approved:	

APPENDIX C Plan 3

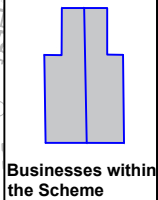
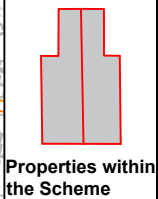
27



Drawing Number: LCCOP/2022/001

KEY:

- Proposed RPZ Boundary
- Consultation letter drop boundary



Please note: Queens Road and Clarendon Park Road will not be included in the scheme

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Leicester City Council
 Planning, Development and Transportation

PROPOSED RESIDENTS PARKING ZONE
 CLARENDON PARK AREA

DATE	REVISION	BY	CHKD
2022/08/01	01	NTS	
2022/08/01	02	NTS	
2022/08/01	03	NTS	
2022/08/01	04	NTS	

Objector 1

Sent: 02 March 2021 15:53

Subject: Clarendon park ETO problems

Hello all

I write to point out problems with the Clarendon Park ETO that has been in operation for over a month.

1) This is not the best time to have the experiment. Because of covid (and home working / home schooling / some university students not returning) traffic issues in the area have been minimised. The situation will worsen on 'returning to normal', therefore the experiment should be postponed until a more suitable time, to be more representative.

2) Residents should be consulted before a better timed experiment is introduced in order to receive consent for it to take place, not having to react to a fait accompli. Residents know the area well and can contribute much to the debate and creation of a meaningful experiment in the area. Engagement with residents prior is key.

3) Despite the reduced traffic and parking dependency (due to covid), parking outside of the experiment area has worsened, particularly to streets just outside the experiment area. I am a **** Road resident (home working since covid) and I have observed a number of people parking am. then returning after work pm. and driving off to return the next working day. There is one man who parks, takes out his foldable bicycle, cycles off, returns in the evening packs up his bicycle and drives off. This is obviously an example of "commuter parking" that you refer to. Any scheme experiment would therefore need to include all of Clarendon Park in the wider geographical definition of Clarendon Park, down to Welford Road. This would include Hartopp, Lytton, Adderley, Lorne, Lyntham, Leopold, St Leonard's, Bulwer, Greenhill, Avenue and Extension Roads. As these are the most densely packed housing areas with correspondingly dense parking areas, it would be wise to include these streets in the area, otherwise, as is occurring, the problem is only 'pushed' down the road from the experiment zone to surrounding streets.

4) It has been divisive to treat residents in the Clarendon Park area in different ways of privileged or not and pushing the problem into the non participating areas. The experiment cannot therefore work as it is not inclusive, the 'problem' remains, just pushed down the road, providing increased problems for those outside of the experiment area.

There will be future problems to face. The government is correctly wanting to encourage the use of electric vehicles, which residents will find even harder to charge vehicles in their own street if they cannot Park in that street due to "commuter parking" preventing residents from parking there. So the ETO needs amending now and be fit for future pressures and demands.

I would be grateful for my objections and points to be answered, along with what the council will be doing to resolve the issues and when. Speed is of importance.

With thanks

Objector 2

Sent: 17 June 2021 13:37

To: tro-yorkhouse <tro-yorkhouse@leicester.gov.uk>

Subject: RE: Clarendon Park - Experimental parking permit scheme - First Lettings, 163 CPR

Good afternoon,

Further to your tremendously delayed reply I wish to raise an objection on the following grounds:

1. The commencement and duration of the scheme is during a period where the university/colleges were predominantly using online teaching as opposed to face to face, so the scheme is not a true reflection of parking around the area during usual times;
2. The limit of 4 parking permits for businesses, is ridiculous as no consideration has been given for businesses and their employees that require cars for their trade, in addition to the number of employees that work in each business;
3. No explanation or assistance has been provided by the council to businesses that have raised concerns about the scheme in how their concerns can be overcome due to the parking restrictions;
4. No visitor permits have been provided to businesses.

Our business as many others in the area are dependent on clients and contractors attending our office, during the proposed hours and placing this restriction will have a continued significant impact on the running and general performance of our business. Moreover, I am assuming that if the proposal proceeds then businesses will have to pay for permits, which given the current economic climate, would be disastrous to our business. As I am sure you are aware, it is more important now than ever that we as a business endeavour to recoup the loss that we have incurred because of the financial impact of coronavirus and to continue to trade as a business, without any further loss of business or additional financial burden.

Objector 3

Grounds 1: I would like to formally object to the parking scheme as it is not supported by the local businesses and residents as has been seen by the previous two consultations held, relating to the matter.

Grounds 2: I would like to formally object to the proposed Clarendon Park parking scheme as the current pandemic will skew any results or potential comparisons with the issues the Council are trying to resolve, making the experiment pointless and a waste of public funds.

Grounds 3: I would like to formally object the proposed experimental parking permit scheme in Clarendon Park as the information provided so far has not provided sufficient justification for the need for the scheme other than a reference to complaints from residents. I am to believe this related to 14 complaints made over a space of 3 years which is insufficient to change the parking arrangements for a great deal more residents who have chosen not to complain.

Regard

Objector 4

Sent: 14 April 2021 10:33

To: traffic.management@leicester.gov.uk

Subject: Complaint re Clarendon Park residents permit scheme

Hello,

I live on Clarendon Park Road and last night returned from working in ***** hospital at 2am. Due to the parking scheme, the roads near my house were full and I had to park around about 3 minutes walk away. I felt very unsafe walking to my house alone at that time of night.

This parking scheme makes me feel unable to use my car as I am always worried about where to park when I return. I object to the scheme and would like to see it abolished rather than extended as I don't want to move this problem onto someone else.

This scheme disproportionately targets healthcare workers given Clarendon Park's location to the LRI, poor parking at the LRI and the timing of the scheme being implemented in the lockdown where the only commuters are essential workers.

Best wishes,

Objector 5

Hello and thank you for your reply.

Yes, I would like my comments about visitors' permits to be classed as an objection to the experimental permit scheme being made permanent.

Visitors include friends, family, workmen, health visitors or others that may need to use that 9-30 to 10-30 slot. I think the hassle and administrative cost, every time residents have a visitor, do not justify any potential benefits of the scheme.

Thank you.

Objector 6

Sent: 27 February 2021 18:00

To: parkingoffice <parkingoffice@leicester.gov.uk>; TheMayor <TheMayor@leicester.gov.uk>

Subject: Objection: Clarendon Park Residents Parking Scheme "Experiment"

To Whom It May Concern,

I would like to register my strong objection to the systemically flawed residents parking "experiment" currently being run in the Clarendon Park area.

The reasons for my objection are as follows:

- this is an undemocratic experiment following two votes on this subject, both of which resulted in the scheme not proceeding. This is in my opinion the council driving its own agenda without mandate.
- the "experiment" is being conducted during a global pandemic, where the area has, and is indeed still is, under severe lockdown conditions. This means that the experiment is being conducted in completely different traffic, parking and business conditions to any other period in history. Therefore any result, irrespective of diligence, is not reflective of 'normal' and is therefore invalid.
- further supporting the previous point, parking is currently not under pressure in this area during the

period you are evaluating e.g. minimal shops open, massively reduced commuting to town, few staff working at Leicester Uni, barely any students actually attending campus, QE College essentially closed, no rugby, no football....and so on.

- as a resident of ***** Road, all the scheme would do (if applied in the long term) is just push the problem one or two roads out ie increase parking issues on the roads just outside the boundary.
- Fundamentally, terraced roads typical to this area have more than one car per house on a average - therefore the nature of the area is that parking will always be tight. Unless the council puts fundamental new and integrated travel solutions in place (and I do not mean a yet another dangerous and ill thought through cycle lane), which provides high quality and affordable alternatives to driving a car in place, no scheme will make a positive impact in this area.

Please can you confirm:

- why is this scheme every being trialled given previous democratic votes against this?
- how will this experiment be measured, reported on and a decision taken?
- do you plan to put this to a residents vote or just rail road this through?
- what other and more strategically through through plans do you have to fundamentally take cars off the road in our area?

I look forward to a comprehensive reply to the points I have raised.

Kind regards

Objector 7

Up dating the streets of Clarendon park , yes please my request as a community complaint, and get those over sized boxes off the rds , yes plant tree but they are OTT,

Objector 8

Date: 20 July 2021 at 00:09:44 BST

To: yorkhouse@leicester.gov.uk

Subject: Clarendon Park Parking Scheme Objection

Hello

I would like to formally log an objection to the proposed parking scheme. Not only do I feel that this is not needed, and is I'll thought out. I also believe that this has been rejected multiple times by the community in democratic polls. While there will always be some dissenting voices it has been clear that a majority of people do not want this scheme as proved by the last two rejections.

Regards

Objector 9

Dear Leicester City Council,

I'm emailing to formally state my objection to the Clarendon Park Parking Permit Scheme.

There is no democratic mandate or need for the scheme- A freedom of information request showed **just 14 complaints** regarding **parking** since April 2017. There was a 2016 vote on the matter in which 71% of residents voted **AGAINST** a **parking permit** scheme in Clarendon Park. Likewise, there is a

[Change.org](#) petition set up in December opposing the scheme, which has over **275 signatures**. This was set up to oppose the trial scheme starting initially.

<http://chnng.it/FyKMpcPw>

Thank you for your time,

Objector 10

Having made a formal complaint before the scheme started, which was not in my view dealt with adequately, I think it is time to give the Council feedback as the scheme progresses. I wish to make the following points:

1. I signed an online petition against the scheme, which attracted around 250 signatures. I understand that the Council rejected the petition. I don't know what the Council considers to be a democratic mandate for the introduction of the scheme, but the evidence suggests that it is not interested in what the majority of local residents think. If the Council has a policy of rejecting e-petitions I suggest it is time it joined the rest of us in the 21st century. If not please explain why the petition was rejected.
2. It is not possible to carry out a meaningful evaluation of the scheme until it is clear what level of travel to work will resume after the lockdown and the school holidays. To evaluate the scheme at the end of this month is clearly premature. Levels of parking are not the same as they were before the pandemic, but there is no way of telling at this point what they will be like in the future. And levels of parking are not the same in the school holidays as they are the rest of the year. The current position is therefore unrepresentative and evaluation at this point is clearly designed to provide a favourable outcome in order to justify the permanent introduction of a scheme that very few people want or asked for.
3. I suggest that relatively little all day parking has been caused by people who work in the city centre leaving their cars in Clarendon Park. Rather, the all day parking is by people who work in Clarendon Park. I have no objection to this, as it is what helps to make Clarendon Park a vibrant community. In addition, it is important to provide parking for shoppers from outside the area so that local shops thrive. What I want is for this parking to be shared equitably between the streets in the area rather than being forced onto a limited number of streets, including mine. The current experimental scheme ensures that the latter will happen. This problem will not be solved by including my road in the scheme and merely displacing the problem elsewhere.
4. A visual examination of the roads within the scheme between 9.30 and 10.30 shows a low level of parking and plenty of empty space. This calls into question whether the scheme is necessary at all, or alternatively whether it should be disapplied to some of the roads within the scheme. For example, I live at ** ***** ***** **, i.e. between ***** and *****. Before the scheme was introduced it was always easier to find a daytime parking space on ***** than on my stretch of *****. This calls into question why ***** was included in the scheme when ***** was not. For the avoidance of doubt I don't want either road included in the scheme, nor do I want the scheme to be continued after the experimental period is over. But the evidence is that the scheme was not properly thought through.
5. If the Council is minded to introduce a permanent scheme I would expect a full consultation exercise, to involve not just those people living within the scheme but also those of us who live in surrounding streets and who are affected by it. In my

formal complaint I referred to the clear and obvious bias in the success criteria, which only took into account the views of people who live and work within the area covered by the scheme. Although the reply paid token lip service to the views of residents living outside the scheme the reply to my complaint failed to address this point and tried to fob me off. What I require is a guarantee that the Council will take proper account of the impact of the scheme on people such as me, who cannot benefit from it but whom it is likely to disadvantage, particularly if travel to work reaches the same level as before the pandemic.

To summarise, this scheme is neither necessary nor desirable and I expect to see it abandoned as a result of a fair evaluation process.

Yours sincerely

Objector 11

Sent: 19 July 2021 23:23

To: tro-yorkhouse <tro-yorkhouse@leicester.gov.uk>

Subject: Clarendon park parking permit

Why do you set out to try and destroy one of the best shopping places in Leicester . Queens road is a mixture of wonderful shops of diversity and they survive because people can park there buy and go ! Why do you want to destroy the city just look at market street ! And the town is full of charity shops and fast food junk shops and is dying but look at fosse park it's booming - why because they embrace the motorist where you drive them away . If you had a school report it would say must try much harder ! And re the petition it's a democratic country you know - remember YOU are servants of the people NOT their masters .

Sent from my iPhone

Objector 12

Sent: 22 December 2020 13:57

To: parkingpermits <parkingpermits@leicester.gov.uk>

Subject: Clarendon park Road

Dear Sirs

Experimental Residents parking Scheme, Zone K – Clarendon Park

I am emailing to voice my incredulity that as a Government agency working supposedly on behalf of the residents and businesses in Leicester you have decided to introduce an “experiment” in the middle of a pandemic when most businesses are desperately trying to keep their heads above water and not waste valuable time not to mention money on applying for a parking permit. This will only make our lives more difficult in the most difficult of times and all I can think is that you live in ivory towers in the council buildings with no appreciation of reality.

I tried to speak to someone on the telephone number given in your letter to voice these concerns and, surprise, surprise, there was no reply.

APPENDIX D: EDTCE Scrutiny 15th December 2021 – Unresolved Objections

We have had no consultation on your plans and the last time it was proposed it was resoundingly rejected by both residents and businesses alike. This now appears to be purely a money raising exercise for the council to stop "free" parking.

I suggest you cancel this project without delay and concentrate your resources on more relevant support where it is needed most.

I look forward to receiving your response.

Your faithfully

APPENDIX E: EDTCE Scrutiny 15th December 2021

Results Summary up to start of experiment on 1st Feb inside scheme

Time	Date	Cars Parked	% Spaces Free
2pm	11/06/20	424	24
3pm	15/06/2020	410	24
3pm	18/06/2020	409	20
7pm	19/06/2020	402	23
1pm	23/11/2020	473	13
7pm	03/12/20	446	18
8pm	17/12/2020	407	25
1pm	08/01/21	428	18
9:30am	15/01/2021	440	15
1pm	21/01/2021	462	13
Average			19

Average number of parking spaces of 530 was used for summary

Streets surveyed inside proposed scheme area:

- St Leonard's Road
- Montague Road
- Craddock Road
- Oxford Road
- Seymour Road
- Edward Road
- Howard Road
- Orlando Road
- Cecilia Road
- West Avenue
- Central Avenue
- North Avenue
- The Avenue
- East Avenue

Results Summary after start of experiment on 1st Feb

Experimental Roads

Average of free spaces 535 used in Experimental Zone

Date	Time	Cars Parked	Permits	% Spaces Free
04/02/2021	9:30 am	354	258	39
11/02/2021	9:30 am	352	216	34
19/02/2021	2:30 pm	384	-	28
22/02/2021	9:30 am	318	276	39
02/03/2021	9:30 am	320	299	40
09/03/2021	9:30 am	322	287	40
17/03/2021	9:30 am	317	286	41
01/04/21	10:30 AM	341	-	36
16/04/21	9:30 AM	339	-	37
29/04/2021	1:00 PM	347		35
13/05/2021	2:00 PM	341		36
28/05/22	2:00 PM	348		35
Average				37

Streets surveyed inside scheme area:

- St Leonard's Road
- Montague Road
- Craddock Road
- Oxford Road
- Seymour Road
- Edward Road
- Howard Road
- Orlando Road
- Cecilia Road
- West Avenue
- Central Avenue
- North Avenue
- The Avenue
- East Avenue

Displacement Roads

Cars Parked	Spaces Free	Total Spaces	% Spaces Free
-	-	-	-
368	136	504	27
-	-	-	-
410	88	498	18
414	84	498	17
405	93	498	19
415	77	492	16
-	-	-	-
Average			19

Streets surveyed outside scheme area:

- Queens Rd
- Clarendon Park Road
- Seymour Road
- The Avenue
- Knighton Park Road
- Portland Road
- Hartopp Road
- St Leonard's Road
- Howard Road
- Cross Road
- Victoria Park Road
- Springfield Road
- St Mary's Road

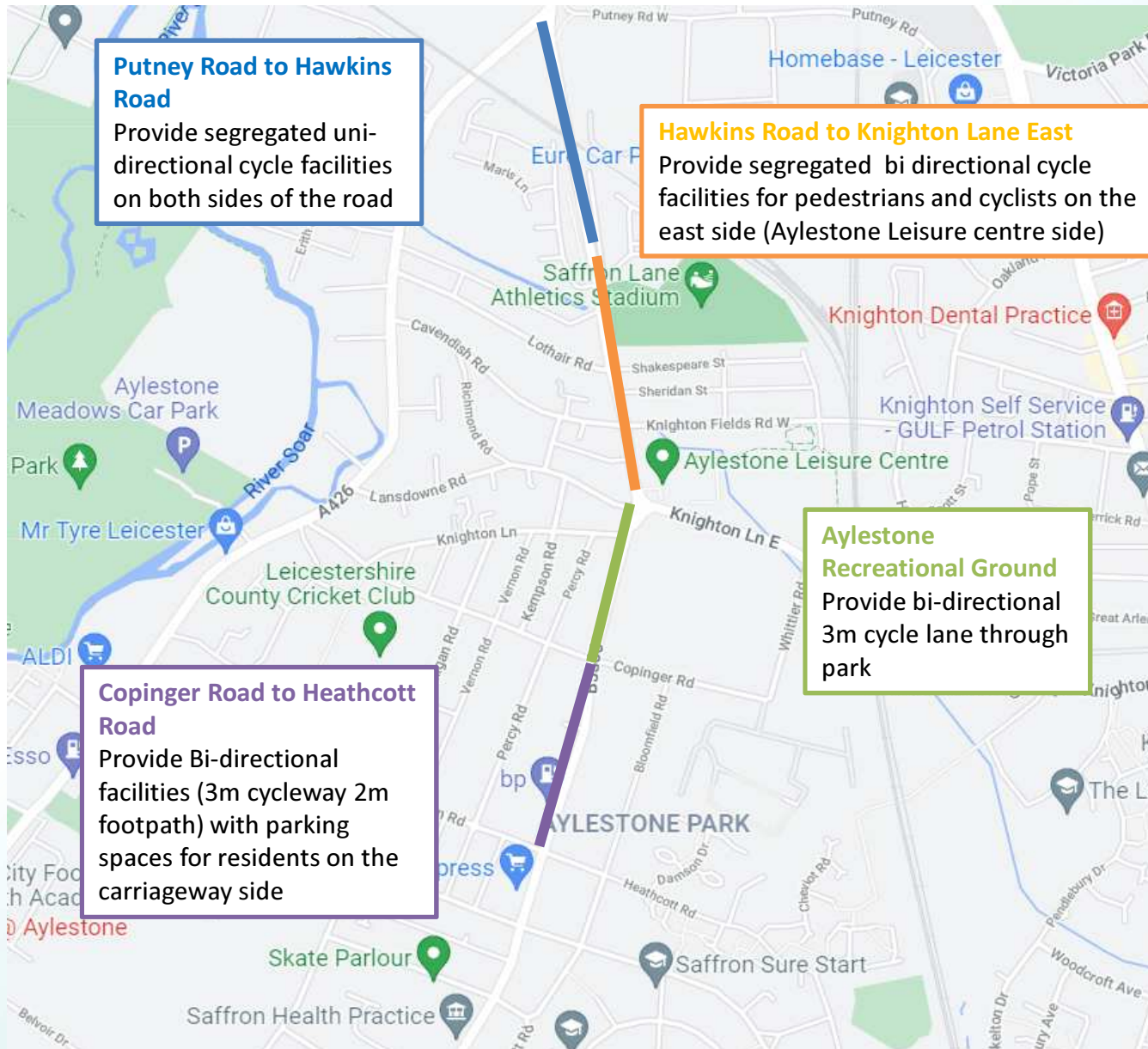
Economic Development, Transport and Climate Emergency Scrutiny Commission 15th December



**Connecting Leicester
Transforming Cities Fund - Saffron Lane**



Saffron Lane Scheme



Scheme Objective is to create an environment which promotes increased movement by walking and cycling

This scheme connects with cycling and walking links:

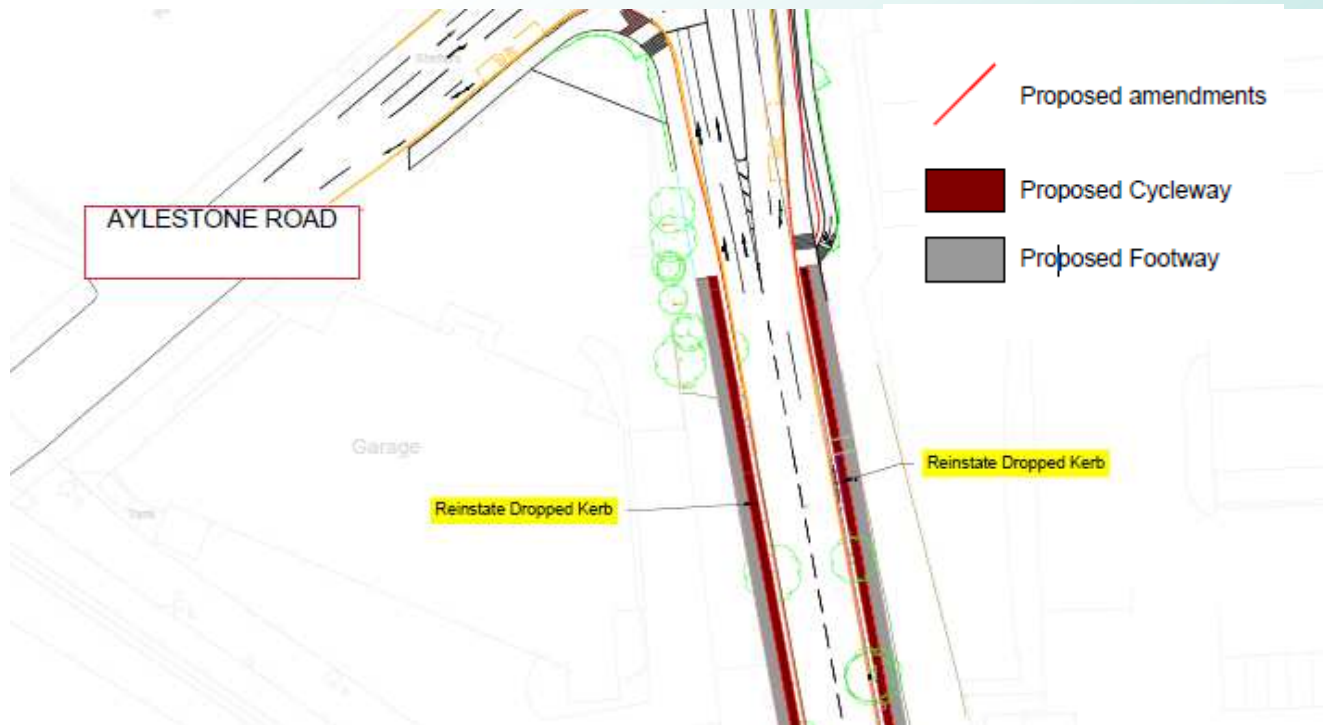
- to the city centre via the proposed Aylestone Road scheme and existing Welford Road link
- to University of Leicester via Putney Road scheme
- to the proposed LCFC scheme

Saffron Lane

Putney Road to Hawkins Road

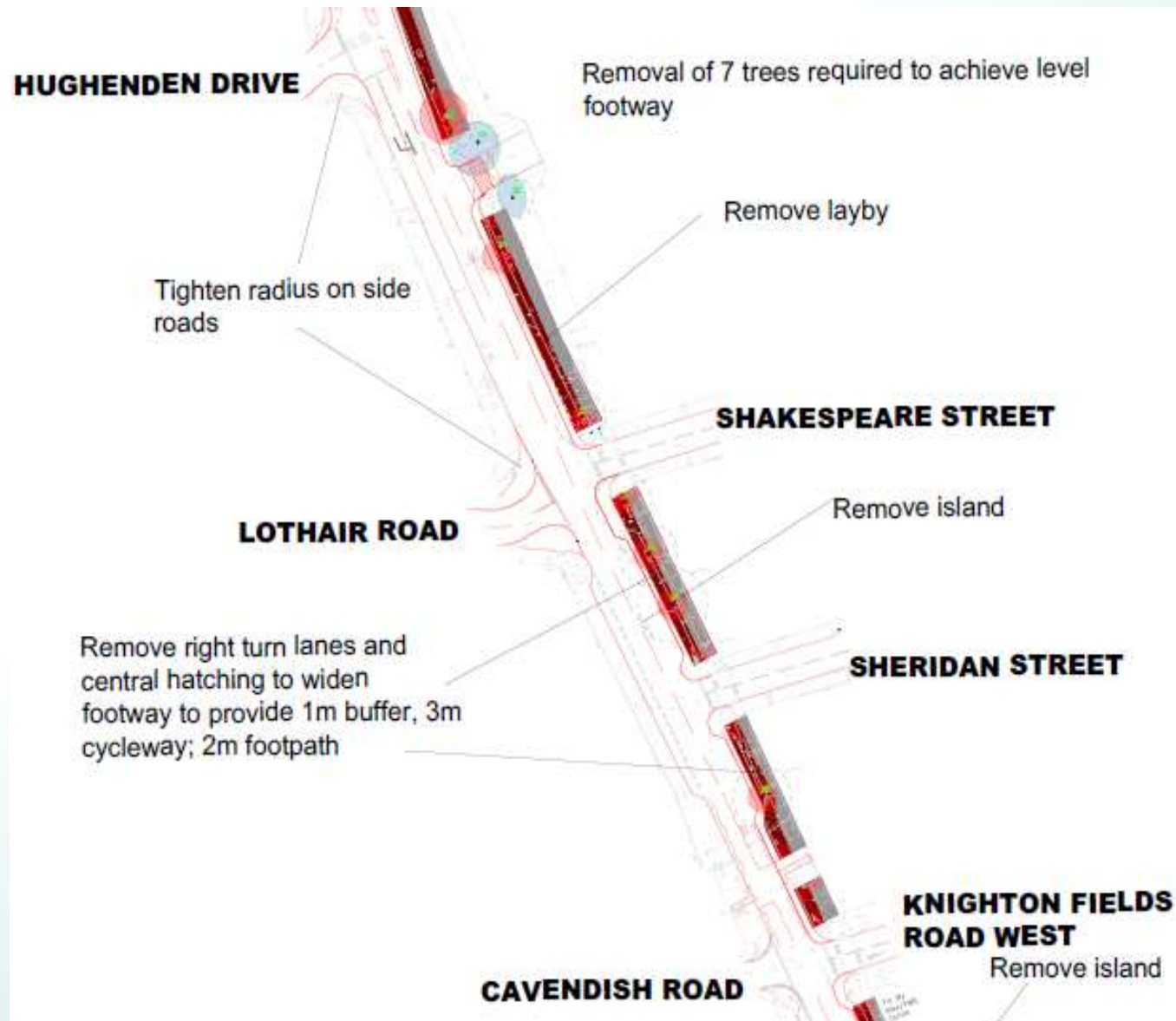
- Resurfacing footpaths both sides, with segregated uni-directional cycle facilities on both sides, including measures to mitigate tree root damage
- Narrowing side road crossings at Hawkins Road and Old Saffron Lane
- Designs presented to Leicester Transport Accessibility Panel in October. The panel requested the pedestrian footway be at the back along the building line to provide better safety for vulnerable users; officers have amended the design to accommodate this request.

41

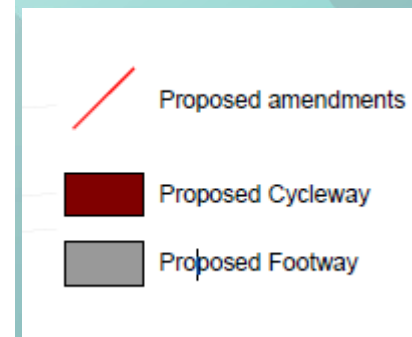


Saffron Lane

Hawkins Road to Knighton Lane East



- Proposed bi-directional facility on eastern side. (Leisure centre side)
- Layby removed near Athletics Ground and Post Office, on corner of Shakespeare Street
- Footpath widened on eastern side to provide 3m cycleway, 2m footpath
- This section now forms part of the Active Travel Fund Bid. Scheme not part of TCF works.

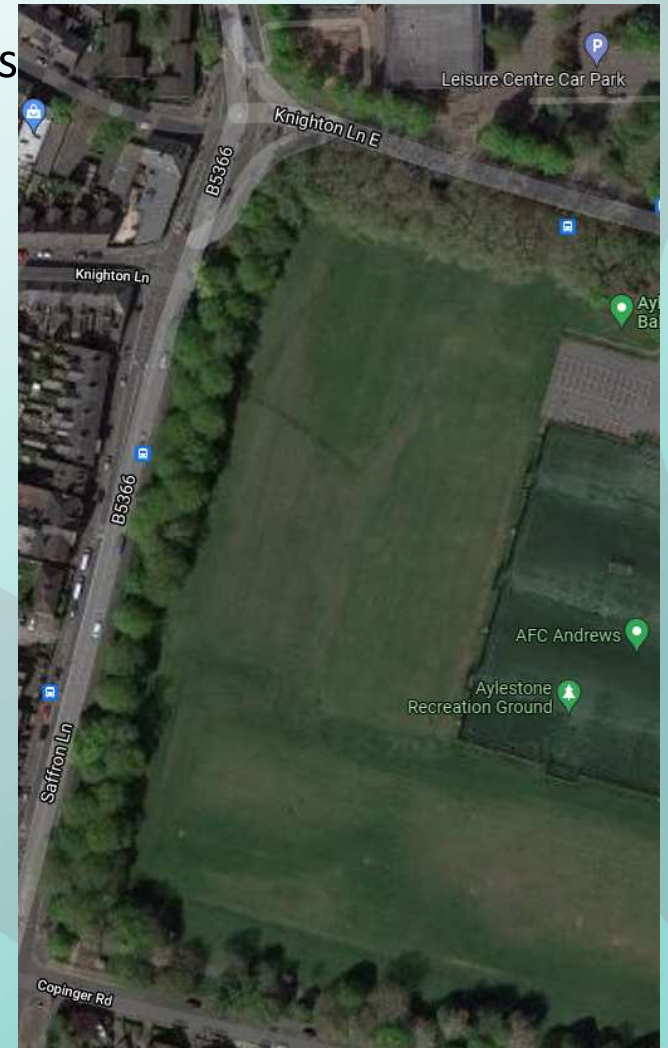
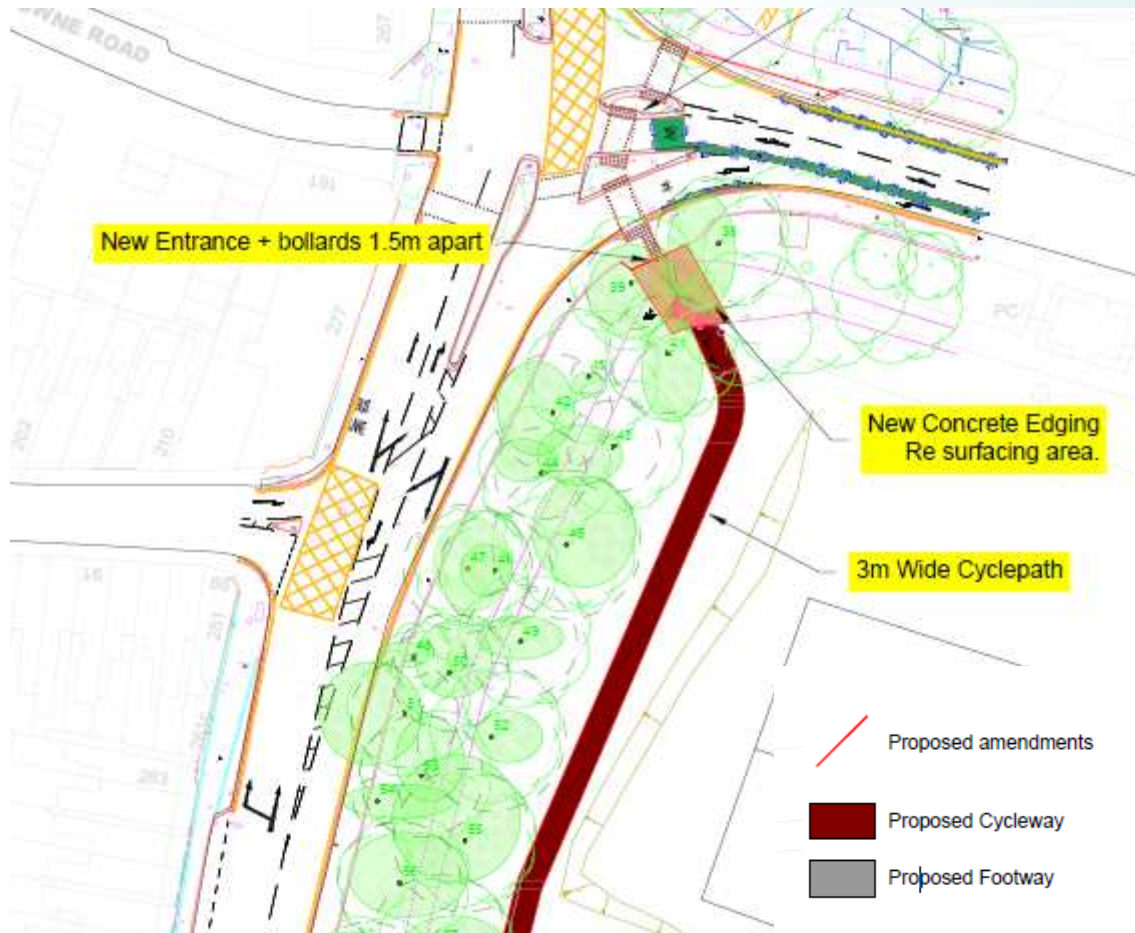


Saffron Lane

Aylestone Recreational Ground (Knighton Lane East to Copinger)

- Involves installation of new 3m cycle path through the park, east of existing path and trees – avoids any playing pitches
- Proposed use of bollard lighting as per Victoria Park
- Widening of park entrances and installation of bollards

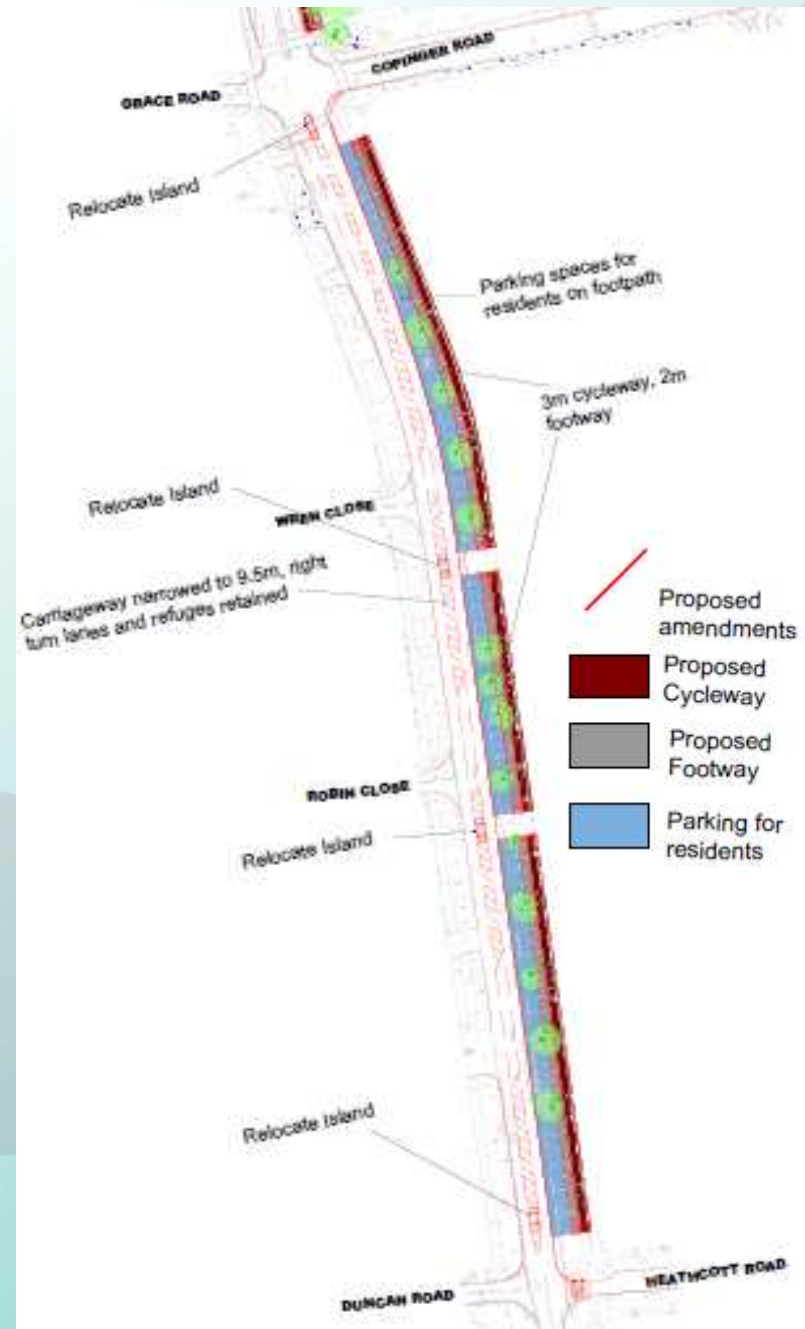
43



Saffron Lane -Phase 2

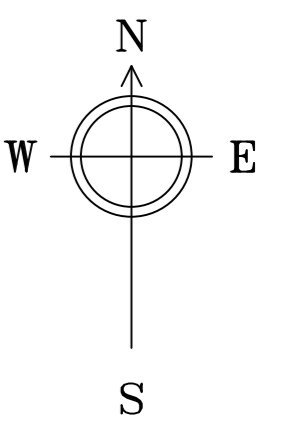
- **Copinger Road to Heathcott Road**
- This section now forms part of the Active Travel Fund Bid. Scheme not part of TCF works.
- Propose Bi-directional facilities (3m cycleway 2m footpath) with parking spaces for residents provided carriageway side.
- Carriageway narrowed but hatching, islands and right turn lanes retained

44

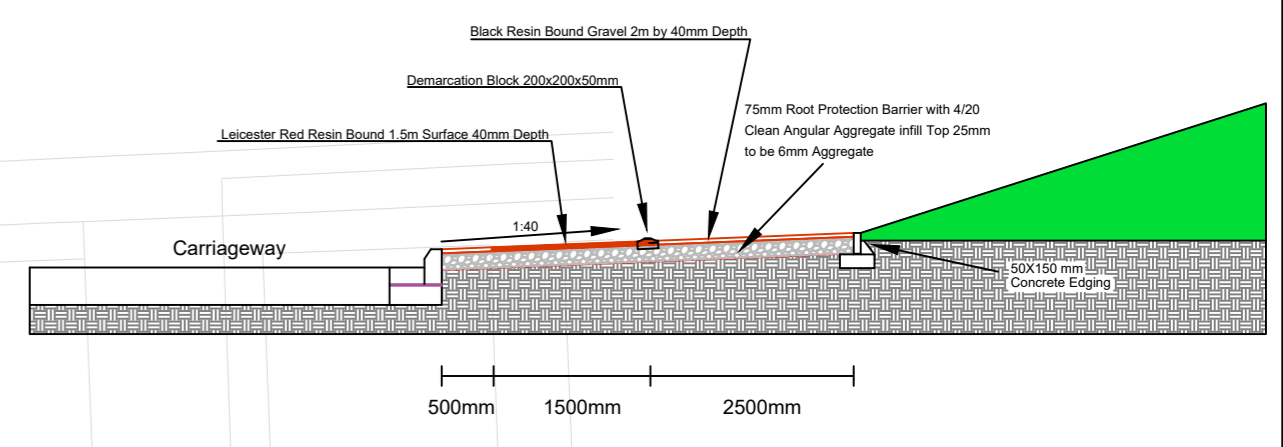


Next Steps

- **Stakeholder Engagement:**
 - Presented at TCF/Connecting Leicester Board: 27.10.21
 - Presented at Leicester Transport Accessibility Panel: 28.10.2021
 - Ward Cllr consultation carried out November 2021
- **Public engagement:**
 - via a letter drop, press release and website page – December 2021
- **On Site current programming:**
 - January 2022 to Autumn 2022

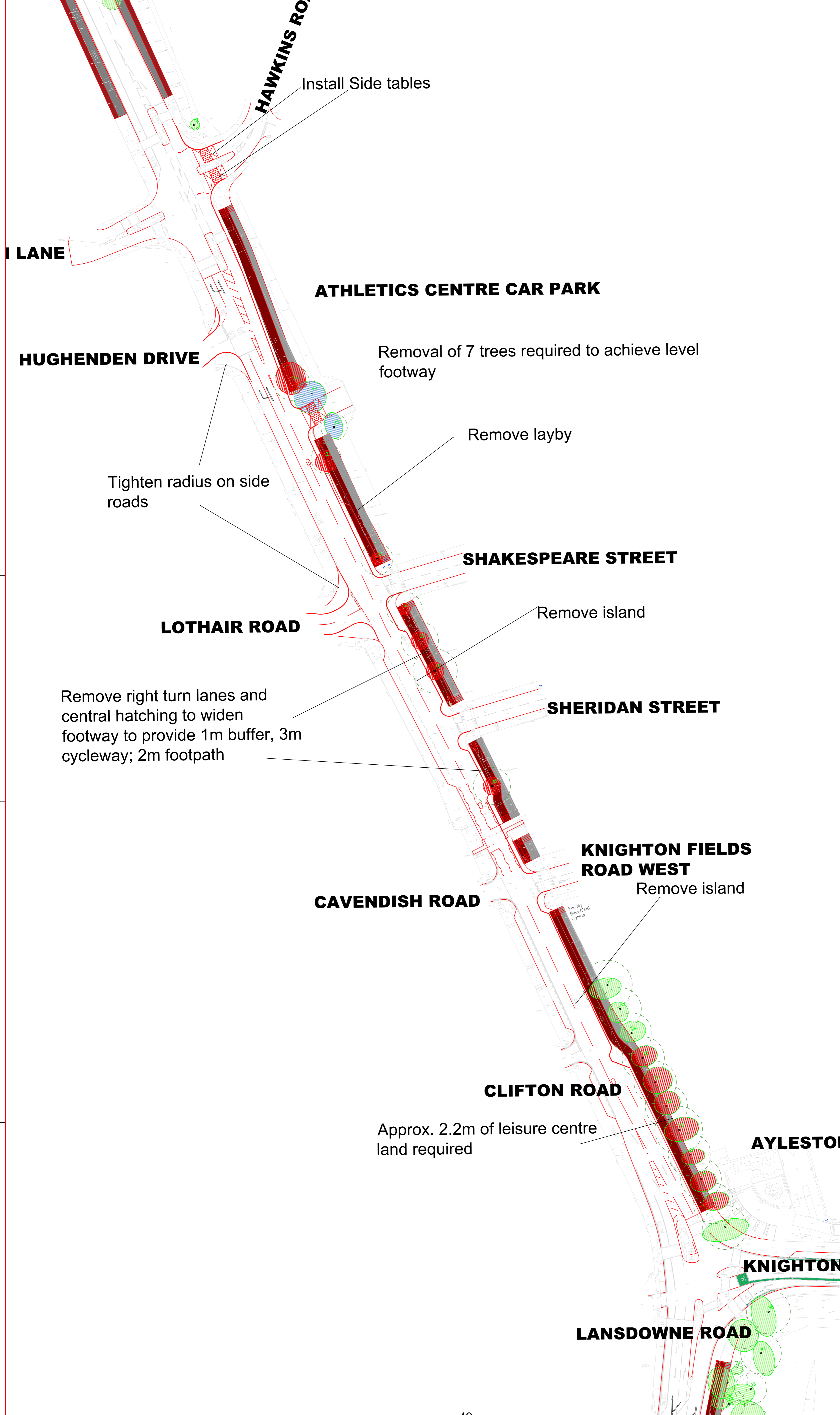


- / Proposed amendments
- Proposed Cycleway
- Proposed Footway



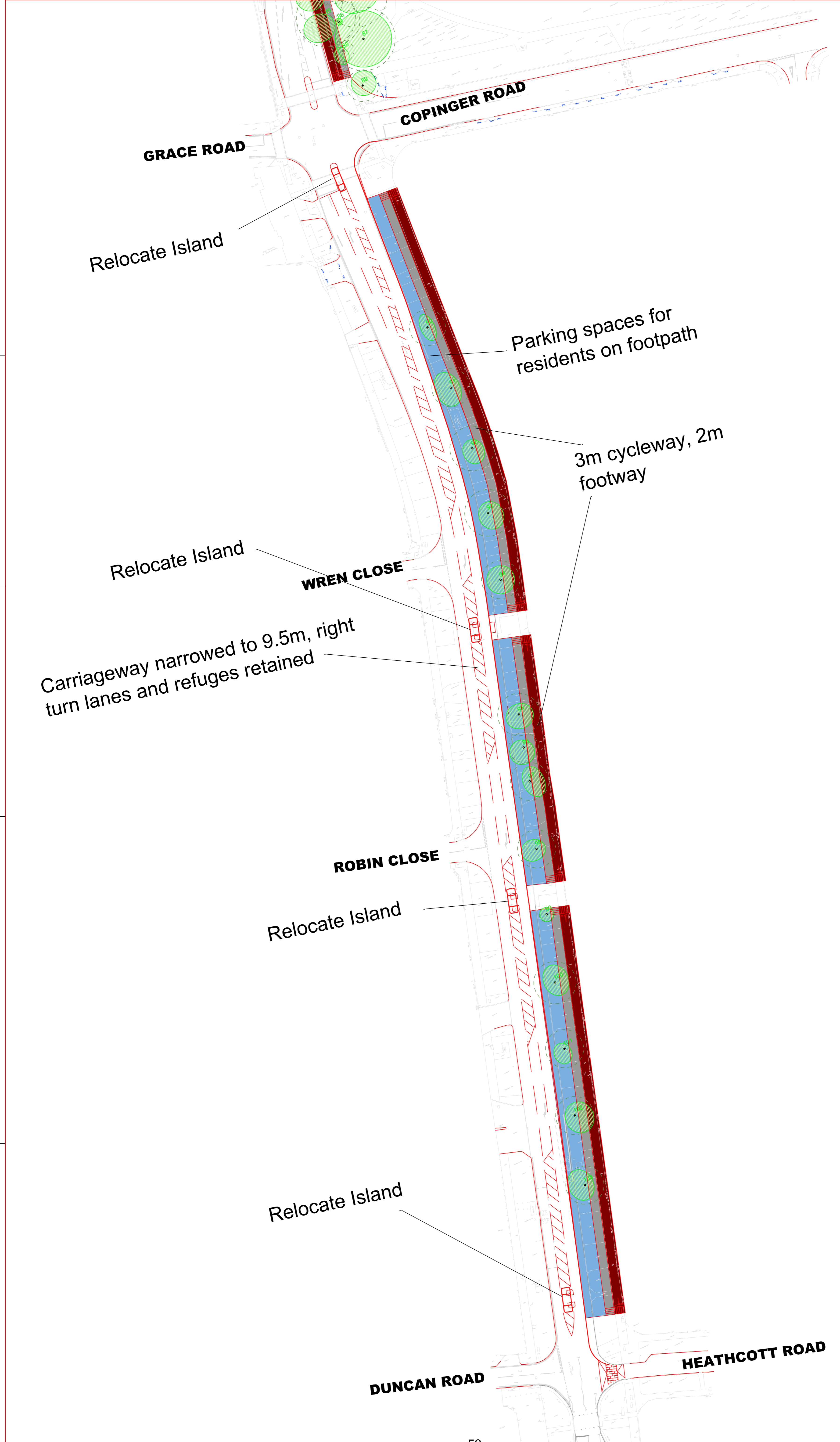
Construction Detail
Cross Fall Profile

Revision	Amendment	Date
 Leicester City Council Planning, Transportation & Economic Development		
CLIENT		
Leicester City Council		
TITLE		
Saffron Lane Transforming Cities Fund Phase 1		
DRAWING No.	REV	SCALE
001-SF-001	-	NTS
DRAWN BY	MR	DATE
CHECKED	FT	SIZE
ACAD FILE	UPRN	SEP21
		A1



- Notes
- OS Plan
 - Proposed amendments
 - Proposed Cycleway
 - Proposed Footway
 - Tree trunk (black dot) and tree spread (green hatching)
 - Root protection area
 - Tree to be removed
 - Side table

Revision	Amendment	Date
 Leicester City Council Planning, Development & Transportation		
CLIENT Leicester City Council		
TITLE TCF Design Saffron Lane Aylestone Road to Hawkins Road Option 2		
DRAWING No.	REV	SCALE
	A	1:500
DRAWN BY	FW	DATE
CHECKED		APR 21
ACAD FILE		A1



- Notes
- OS Plan
 - Proposed amendments
 - Proposed Cycleway
 - Proposed Footway
 - Parking for residents
 - Tree trunk (black dot) and tree spread (green hatching)
 - Root protection area
 - Side table

Revision	Amendment	Date
 Leicester City Council Planning, Development & Transportation		
CLIENT Leicester City Council		
TITLE TCF Design Saffron Lane Copinger Road to Heathcott Road		
DRAWING No.	REV	SCALE
		1:500
DRAWN BY	FW	DATE
CHECKED	SIZE	APR 21
ACAD FILE	UPRN	A1

Economic Development, Transport and Climate Emergency (EDTCE) Scrutiny Commission

Work Programme 2021- 22

Meeting Date	Meeting Items	Actions Arising	Progress
16 June 2021	1) Accessibility Update 2) Transforming Cities Fund – Aylestone Road 3) Graduate Retention Update 4) Economic Recovery Plan Update 5)	Item 1 referred to in March 2021 scrutiny minutes	Complete.
18 August 2021	1) COVID Economic Recovery Report 2) Inward Investment and Place Marketing 3) Demo of Economic Recovery Dashboard	Item 2 is in relation to the £185k grant for Leicester place marketing that was secured from LLEP; mentioned in March 2021 minutes. Item 3 was planned for June meeting but didn't go ahead due to hybrid meeting issues.	Further update on Kickstart fund from LLEP to be given in the future.
Tuesday 7th September 2021 Special Meeting	1) Local Transport Plan and Workplace Parking Levy	Members of the Health Scrutiny Commission invited to this special meeting.	Complete with follow up in Dec 2021.

55

Appendix E

Meeting Date	Meeting Items	Actions Arising	Progress
13 October 2021	1) Recovery Plan update / City Growth template / Appendix - response to Local Level development review 2) Leicester's Biodiversity Action Plan 2021-31 3) Transforming Cities - Great Central Way project and Connecting Leicester – St George St/Granby St		
15 December 2021	1) TROs – Clarendon Park 2) Transforming Cities Projects: a. Saffron Lane/Aylestone Road	1) To be a standing item for future meetings.	

Meeting Date	Meeting Items	Actions Arising	Progress
19 January 2022	<ul style="list-style-type: none"> 1) TROs 2) Local Transport Plan/ Workplace Parking Levy Update 3) Waterside Regeneration Review 4) Construction Skills Hub / Employment Hub Update 5) Leicester Adult Education Update 6) Transforming Cities Projects: Ashton Green - Blackbird Road/Parker Drive, Anstey Lane North, Beaumont Leys Park and Ride 7) TCF: Duns Lane/Braunstone Gate 8) Draft General Fund Revenue Budget & Draft Capital Programme 2022-23 9) Community Renewal Fund – Details of Successful Bids 	<ul style="list-style-type: none"> 2) Deferred from the previous meeting to Jan 2022 so a report can be considered mid-consultation 8) Details of five successful bids to be shared with the Commission 	

Meeting Date	Meeting Items	Actions Arising	Progress
23 March 2022	<ol style="list-style-type: none"> 1) TROs 2) Local Plan 3) Carbon Neutral Road Map 4) Inward Investment / Place Marketing Update – follow up on LLEP £175k etc update on Kickstart Fund 5) City Centre Economic Plan 6) Corporate Estate Management – Annual Report 7) Update on Leicester’s Textile Sector (Modern Slavery and Exploitation) 8) Transforming Cities projects: <ol style="list-style-type: none"> a. A6 b. Soar Valley Way c. A50 	Item 4 was deferred to March 2022 due to focus on Community Renewal Fund bids.	

Draft Forward Plan / Suggested Items for 2021/22

Topic	Details	Proposed Date
<p>ONGOING City Mayor & Executive Plan of Key Decisions</p> <p>Construction Skills Hub – Mike Dalzell</p> <p>Leicester Smart City Strategy – Matthew Clifton</p>	<p>Commission to keep a watching brief and receive regular reports / updates on executive key decisions planned to relate to this portfolio.</p> <p>Accountable body for the delivery of the Construction Skills Hub, which will secure Construction Industry Training Board funding for the establishment.</p> <p>Adoption of a strategy that combines Leicester’s digital, physical, and social environment to deliver an inclusive, thriving, and sustainable city for all.</p>	<p>Ongoing</p> <p>On or after 1 Dec 2021</p> <p>On or after 1 Dec 2021</p>
<p>ONGOING Spending Review Programmes linked to: a) Councils General Fund Revenue Budget Report b) Capital Programme Projects</p>	<p>Commission to keep a watching brief and receive regular updates on issues related to budgets with this portfolio. Decisions consequential to the monitoring of expenditure in 2020/21 (if any).</p> <p><i>(Full council in February 2018 agreed Council’s General Fund Revenue Budget report 2018 to 2021).</i></p>	<p>Ongoing</p>
<p>ONGOING Consultations</p> <p>Parking Levy</p>	<p>Members to consider relevant items to this commission from planned or live consultations to provide scrutiny comments and views</p> <p>The consultation on this is currently underway; an update on this is scheduled for Jan 2022 (mid-way of the consultation)</p>	<p>Ongoing</p>

Topic	Details	Proposed Date
Connecting Leicester Projects	Commission agreed to be involved at the early stages of development of plans	Ongoing updates
Economic Recovery Plan Update	Review of progress – this was split into 2 updates. First update was in February 2021 and included a LLEP update.	Second update completed in June 2021
Smart Cities	Information on proposed strategy	Deferred from Dec 19 meeting to 2021/22. Planned to also go through OSC.
Healthier Air for Leicester – Air Quality Action Plan 2015 – 2026	Progress update on actions (joint with health & wellbeing scrutiny)	TBC
Cultural Quarter	Update	TBC
Waterside regeneration	Update	January 2022
Major Transport Projects (including NPIF projects)	Report on progress	TBC
Neighbourhood Highway Safety schemes	Report on progress	TBC
Leicester's Biodiversity Action Plan 2021-2031	Provides an over-arching framework for habitat and species conservation in Leicester, including priorities and targets (replacing the previous strategy that was considered by the Commission)	Oct 2021 – complete.
Employment Hub update Including Jobs, Skills, Training and Apprenticeships issues where appropriate	Report on progress	Update received in Feb 2021. Next update requested for Feb 2022
Inward investment and Place Marketing	Report on progress including recent web site investment and general progress	Completed in Aug 2021. Next update in Aug 2022.
Leicester, Leicestershire Enterprise Partnership (LLEP)	Update/local Industrial strategy	Last update given in March 2021 and was linked to Economic Recovery Plan. Next update expected in March 2022.

Topic	Details	Proposed Date
Transforming Cities Programme	To report on developments / negotiations with government - two proposed updates on schemes; briefing sessions for members planned beforehand for January and March 2021	A series of TCF schemes will be coming to the Commission throughout the year.
Business Support Update	To receive a report on progress – both central government grants and then European funded projects	Covered in June 2021 under Economic Recovery Updates.
Bus services/ bus related issues	To receive update following task group report	Planned for Spring 2020 but not taken due to COVID. TBC for Winter 2021 along with transport plan and parking levy
Workplace levy	Update on progress and status following questions to Commission in December 2019	Sept and Jan 2022
Corporate Estate Management	More information on corporate managed estate (Estates and Building Services – Matthew Wallace) – raised in 19 November 2020 meeting. Public report will be available in April 2021.	Update given in April 2021 – CM has confirmed this will become an annual report. Next update expected in March 2022.
Local Transport Plan	Report on Plan	Sept 2021 and findings to be discussed in Jan 2022
Emergency Active Travel Fund (EATF) Overview	Report on government scheme to encourage walking or cycling. Informal sessions would be planned before this.	Initially proposed for 2021 but deferred to a later date (tbc).
LASALS Update	Report	Latest update given in January 2021. Next update planned for January 2022.
Accessibility Update	Progress update	Initially planned for April 2021 but deferred to June meeting. June update completed.
Draft Revenue Budget 2022-23	Report to go to all Commissions	Annual report completed in January 2021 – next due for January 2022.

Topic	Details	Proposed Date
Draft Capital Programme 2022-23	Report to go to all Commissions	Annual report completed in January 2021 – next due for January 2022.
Update on Leicester’s Textile Sector (Modern Slavery and Exploitation)	Update report raised since activity conducted in September 2020	Reports given in October 2020, with a follow up given in April 2021. Expected that another update will be required to the Commission in March 2022.
Graduate Retention Update	Update on project from Ec. Reg team	Completed June 2021.
Carbon Neutral Road Map	A report from the Sustainability Team.	Jan 2022
Construction Skills Hub / Employment Hub Update	Report on the delivery of the Constructions Skills and Employment Hubs.	Scheduled for Jan 2022
Community Renewal Fund – Bids and Outcomes	Initial update on the Fund and the associated bids made, followed by the outcome of any successful bids once this has been announced by central government.	Initial update completed in August 2021 and further update on the outcomes will be given in Dec 2021.
Update on Kickstarter Fund	Following initial information to the Commission via the Economic Recovery Plan Updates, Members expressed an interest in this fund that was acquired from the LLEP	Mar 2022.
Executive Response to Local Level Development Review	Direction from the Executive that a response from them should be given to the Commission in relation to this review, as soon as possible.	Initially planned for April 2021 but deferred to the October meeting due to bid applications and the summer period – a response from Exec to this review is required to be given to the Commission. Complete as of Oct 2021.
Analysis of impact of COVID19 and lockdown on residents of Leicester	Mentioned in March 2021 meeting during the Economic Recovery Plan Update item – that commission would like to see at a future meeting,	TBC for later in the municipal year.

62

Topic	Details	Proposed Date
	<p>some analysis and data on who was most impacted by Covid-19 and lockdown, their ages, where they live, are they men/women, are they with or without qualifications, in low skilled/paid jobs, which businesses affected, which sectors, etc and from that can identify where to direct effort and initiatives.</p>	
<p>Discussion on Potential Items for Upcoming Commission Meetings</p>	<p>In the March 2021 meeting, Commission Members were asked to give suggestions on potential items. This was also extended to Commission Members again during the June meeting.</p> <p>This included:</p> <ul style="list-style-type: none"> • An item on “Reserving Rights of Way of former Central Railways”. • Exploring issue of space in the urban realm and potential for building a fixed mass transit system for the future • An item to discuss The Impact on Climate Emergency in terms of Construction Projects • Insight into “Leicester Rangers proposing a new stadium using sustainable building” • A discussion around where lessons could be learnt about the £600k loan to Haymarket Consortium. 	<p>TBC</p> <p>Haymarket Consortium draft item will be picked up as a verbal update in the August 2021 meeting, followed by a report on engagement in early 2022 – this is likely to be considered at HCLS Scrutiny.</p>

