

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

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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

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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.

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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