Leicester
City Council

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

Held: WEDNESDAY, 15 DECEMBER 2021 at 6:15 pm

P R E S E N T :

Councillor Joel (Chair)
Councillor Sandhu (Vice Chair)

Councillor Malik

Councillor Rae Bhatia

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41. APOLOGIES FOR ABSENCE

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

42. DECLARATIONS OF INTEREST

There were no declarations.

43. MINUTES OF THE PREVIOUS MEETING

AGREED:

The minutes of the meeting of the Economic development, Transportation and Climate Emergency from 13th October 2021 were confirmed as a correct record.

44. QUESTIONS, REPRESENTATIONS AND STATEMENTS OF CASE

None received.

45. PETITIONS

None received.

46. CONSIDERATION OF UNRESOLVED OBJECTIONS TO TRAFFIC REGULATION ORDERS

The City Highways Director for Planning, Development and Transportation presented a report to brief the Commission on revised arrangements for the consideration of unresolved objections to Traffic Regulation Orders (TRO's). Members were recommended to note and make any comments on the report.

It was noted that the report set out the background to the consideration of unresolved objections to Traffic Regulation Orders, which was originally the responsibility of the Planning, Development and Control Committee (PDCC) to review and comment on, prior to referral to Andrew Smith, the Director of Planning, Development and Transportation to determine the TROs'.

The report detailed the reasons for the changes in arrangements and the potential resolutions for consideration by the EDTCE Scrutiny Commission.

The City Highways Director invited the Commission to comment on the report.

Members questioned the rationale behind the transfer of TRO's to EDTCE from PDCC, to which it was noted that EDTCE Scrutiny Commission was an appropriate review body given the related focus of the commission and had available capacity.

The Chair thanked the City Highways Director for the report.

AGREED:

That the contents of the report be noted.

47. CONSIDERATION OF OBJECTIONS TO CLARENDON PARK AREA, EXPERIMENTAL SHORT TERM (RESIDENTS ONLY PARKING) PERMIT SCHEME TRAFFIC REGULATION ORDER 2021

The Director of Planning, Development and Transportation submitted a report which considered unresolved objections to the Clarendon Park Area, Experimental Short Term [Residents Only Parking] Permit Scheme Traffic Regulation Order 2021 and invited views to be passed to the Director of Planning, Development and Transportation, who would take them into account when reaching a decision on whether or not to make the provisions of the experimental scheme permanent.

The City Highways Director presented the report. A pilot Residents' Only Parking scheme was currently underway in the Clarendon Park area, operating between 9.30am and 10.30am, Monday to Friday. Phase 1 of the pilot began in February 2021, which had since received 12 objections, recorded in Appendix D to the report, further summarised with responses in Appendix E.

Subsequently, the scheme has been extended to cover a broader area of Clarendon Park (Phase 2) under a separate experimental TRO.

It was noted that Phase 2 has extended the area covered by the scheme and was brought in due to the overall success of the Phase 1 scheme in delivering more on-street parking spaces to over 900 residential properties and

businesses, effectively tackling the issue of commuter parking.

Letters had been sent out in August 2021 notifying residents of the Phase 1scheme that the experimental phase was coming to an end and inviting any further feedback prior to the council deciding on whether to make the scheme permanent or not. There had been engagement exercises taking place with the public and local ward Councillors.

The City Highways Director recommended that the trial Phase 1 TRO scheme be made permanent due to the project's success.

Councillor Myers and Councillor Kitterick, ward councillors for the trial TRO area were present and noted the following:

- The scheme in effect had been efficient and flexible in implementation in the local area.
- Both Councillors initiated a consultation with residents, with only one objection received and overall, was highly supported.
- Further feedback was sought over private Facebook groups, with overwhelming approval for the scheme.
- Local residents appreciated the one-hour day scheme over the prior recommended 24/7 blanket scheme, during the key time period of 9am and 10am.
- The current scheme supported local businesses and places of worship.
- The only objection requested more parking spaces be built instead of the application of a TRO scheme, which was noted to be costly and ineffective at tackling the issue.
- The current charge for the scheme was £25 per year.
- The most concerned group that raised issues were parents with young children, who may have had to park farther away from the location they wished to shop.

Members raised concerns over the cost of the scheme in return for smaller allotted hours of use. It was noted that the scheme amounted to around 10p a day and was the same cost as similar schemes elsewhere.

Members also discussed the potential of the Elected Members holding legal power to make decisions on TROs in place of Officers. It was noted that delegating decisions to officers at this level was common, including for example planning applications. Members could also comment on these TROs prior to the Officer decision, which were referred to the Director of Planning, Development and Transportation.

Members were in agreement with the scheme, as it had brought a marked improvement in residents' quality of life and the business of local stores.

It was noted that displacement parking was an issue that should be considered further in the scheme.

A member of the public was in attendance and raised the following points:

- Due to the success of the scheme, members of the public outside of the allotted area in Phase 2 have interest in implementing the TRO locally and as such, there was an increased demand to extend the boundary beyond its' current area, such as in Greenhill Road.
- Surveys and reviews should carry on being conducted through the duration of Phase 2, including additional areas with potential interest in the scheme.
- While some objections to the charge have occurred, they had been resolved and considering administration and enforcement costs, the charge was generally accepted.
- Other members of the public wished to attend but were unable, so they requested the recording of the meeting to be made public.

Members further discussed the issue of displacement parking and how it could be addressed, which the City Highways Director agreed to look into and review the boundaries of the effective scheme.

The Chair thanked the City Highways Director for the report and directed Members to provide any further comments to Andrew Smith, the Director of Planning, Development and Transportation.

AGREED:

That the contents of the report be noted and comments made at the meeting be referred to the Director of Planning, Development and Transportation for consideration in reaching a final decision on the TRO.

48. TRANSFORMING CITIES FUND - UPDATE

The Director of Planning, Development and Transportation submitted a presentation updating the Commission on the Transforming Cities Fund. Members of the Commission were recommended to note the presentation and pass any comments to the Director of Planning Development and Transportation.

John Dowson, Major Transport Projects Manager for Planning, Development and Transportation directed the presentation.

Saffron Lane

The project intended to construct a four-section pedestrian and cycle route between the following areas:

1. Putney Road and Hawkins Road
2. Hawkins Road to Knighton Lane East
3. Aylestone Recreational Ground
4. Copinger Road to Heathcott Road

It was noted that schemes 1 and 3 above are to be funded by Transforming Cities Fund from the Government's Department for Transport (DfT). A decision was awaited on Active Travel DfT funding for sections 2 and 4 above.

All proposed areas would see an improvement in resurfacing and curbing, alongside potential installation of proposed 2-3-metre-wide walkways and cycle routes, and amendments to road junctions. The proposed construction project expected to see an increase in pedestrian and cyclist usage.

Of some concern was the potential impact on trees and wildlife; however, it was noted that the project was working closely with Woodlands colleagues to resolve this issue.

It was noted that consultation had been carried out with local ward councillors in November with overall support. Proposals for the construction for sections 1 and 3 are expected to commence in January 2022, subject to approval.

The Major Transport Projects Manager invited Members to comment.

Upon Member enquiry about the difference between the two fund types, it was noted that the Transforming Cities Leicester fund covers a range of sustainable transport activities, whereas the Government's Active Travel Fund specifically targeted physically active methods of transport such as walking or cycling.

Members suggested that seeking public engagement and feedback solely through digital means risked the danger of excluding members of the public who do not have virtual media access, and that more inclusive methods should be considered.

Members raised concerns that more emphasis was placed on the cycling aspects rather than pedestrian travel. Further discussion into lighting in the intended construction areas arose, as well as how the project would ensure pedestrians felt safe walking at night.

The Major Transport Projects Manager clarified that the project would not be installing new lighting aside from what lighting already existed. It was noted that LED lighting had already been introduced in the proposed areas, improving visibility. The proposed wider footpaths would further increase visibility overall and ensure that issues around pedestrians being 'invisible' at junctions were resolved. Construction expected to improve sight lines for both pedestrians and cyclists, which would help in making the path users feel more comfortable and safer.

Members were concerned about the impact of construction on the busy junction between Saffron Lane and Knighton Lane East, which has been known as an especially prolific area for accidents and fatalities. It was noted that an opportunity was available within the Active Travel Fund to look into the junction, which would allow officers to review and respond better at that time.

Further to Members worries about the impact of construction on road-side parking, especially used during Leicester City Football matches, it was reported that there were no intentions about changing traffic regulations for the proposed areas and parking should not be affected.

Members briefly discussed an old proposal for a park and ride scheme for Leicester City Football matches.

The Chair thanked the Major Traffic Projects Manager for the report and directed Members to contact Andrew Smith, Director for Planning, Development and Transportation for further information.

AGREED:

That the contents of the report and comments made be noted.

49. WORK PROGRAMME

AGREED:

That the Work Programme be noted.

50. ANY OTHER BUSINESS

There being no other business, the meeting closed at 7.20pm.