

Economic Development, Transport and Climate
Emergency Scrutiny Commission

Date of meeting: 23 March 2022

**Consideration of Objections to Harrison Road Area
Controlled Pavement Parking Zone, Junction
Protection and Stafford Street [Residents' Only
Parking] Permit Scheme Traffic Regulation Order
2022**

Lead Director/Officer: Martin Fletcher
City Highways Director

Useful information

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

1. Purpose of Report

To enable the EDTCE Scrutiny Commission to consider unresolved objections to the **Harrison Road Area Controlled Pavement Parking Zone, Junction Protection and Stafford Street [Residents' Only Parking] Permit Scheme - Traffic Regulation Order (TRO) 2022** 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 proposed TRO permanent.

2. Summary

Leicester City Council has carried out public consultation and advertisement, of proposals to introduce a variety of restrictions around the Harrison Road area, that covered eighteen streets. Following the consultation, several proposals were dropped as there was no support for their introduction from affected residents. This included the majority of the one-way street restrictions and most of the residents parking schemes proposed. However, the Council is proposing to:

1. Provide an area wide Controlled Pavement Parking Zone (CPPZ) where cars can park partly on the footway only in signed bays, that would operate all hours on all days. This is similar to the scheme introduced in Braemar Drive a few years ago.
2. Introduce junction protection (double yellow lines) on roads that currently do not have that provision.
3. Implement a residents' only parking scheme (RPS) in Stafford Street and Edensor Street, operating all hours on all days for Permit Holders only (except in signed bays). Stafford St is currently one-way along part of its length and the scheme proposals include making the whole of Stafford St one-way.

The proposals were advertised on-street and in the Leicester Mercury on 23rd September 2021 and covered those areas shown within by the blue boundary in Appendix A Plan 1.

Following the consultation and advertisement, the Council received numerous objections against residents only parking for the northern section of Harrison Road (Marfitt St to Stafford St), Lancashire Street and St Michaels Avenue. However, whilst there were several objections relating to Stafford Street, the Council had received numerous phone calls and emails supporting the introduction of a scheme on that street.

As part of a review of all the comments with Councillors and the City Highways Director, it was agreed that certain elements of the original proposals should be considered for implementation, as they supported pedestrian movements and safety.

Controlled Pavement Parking Zone (CPPZ).

Regarding the creation of a CPPZ, the Council has four unresolved objections. Whilst one objector supported the introduction of a CPPZ, they did not support the Council allowing for footway parking bays (*part on carriageway and part on footway*). Due to the nature of the street layout and the width of the road, the Council was to formalise the parking bays so it could guarantee a minimum width for pedestrians of 1.5 metres. This was to allow clear passage for wheelchairs, prams and buggies. This objector wanted the footways to be for pedestrians and cycles only and not shared with any motor vehicles. The other three objectors were against a footway parking ban, as they argued it would affect traffic flow and deliveries.

Residents Only Parking in Stafford Street and Edensor Street.

The issue of residents' only parking for Stafford Street has been subject to further direct engagement with residents on that street. A questionnaire was sent to all 84 properties and another petition against the introduction of a permit scheme was received. Both councillors and officers carried out a door knocking exercise to speak to residents' face to face, to try and address some misinformation/misunderstanding that had been circulating and fueling the objections.

The results from this direct engagement, showed that 59% residents supported a permit scheme. Also, 58% of those who signed the petition against the scheme had changed their mind.

There are six unresolved objections for Stafford Street. It should be noted that some objectors to the permit scheme do not live in the street.

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 support the introduction of the permanent order for the Residents Parking Scheme for Stafford Street, the area wide Controlled Pavement Parking Zone, regularising footway parking partly on the footway in signed bays, and the inclusion of junction protection on streets without this restriction.

4. Scrutiny / stakeholder engagement

Consultation for the Harrison Road area proposals went out to statutory consultees including Council colleagues in December 2020. Prior to the consultation there were discussions with the councillors from both Rushey Mead and Belgrave Wards, as the original proposals impacted both wards.

In accordance with the statutory process, proposals were sent on 12th December 2020 by e-mail to Ward Councillors for Rushey Mead and Belgrave Ward. They were also sent to the Chief Officers of Police, Fire and Ambulance Services and other consultees, including the lead member for Highways and Transportation. Other representatives consulted included local bus companies, the Freight Transport Association and officers within the Council, for example those responsible for school and cycling issues. A period of 6 weeks was allowed to receive replies due to the Christmas Period.

The Police replied by e-mail on 31 December 2020 with comments and questions to the proposals, but they did not raise any objections. An objection from another consultee was submitted on the 18th December 2020, based on the grounds that footways should only be for pedestrians. In principle, they could not support motor vehicles being parked partly on the footway even in marked/signed bays.

Letters and plans informing residents about the proposals were sent to 1400 properties within the scheme area (See Appendix A, Plan 1) on the 23rd September 2021. The proposed Traffic Order was also advertised on street and in the Leicester Mercury on 23rd September 2021, with a closing date for comments and objections on the 18th October 2021. This gave 26 days for responses; the minimum legal requirement is 21 days.

The letter and plan and the advert gave details of how stakeholders could provide feedback to the proposed scheme to the tro-yorkhouse@leicester.gov.uk e-mail address. In particular, in accordance with Traffic Order procedures, objections to the proposals were to be submitted by the 18th October 2021.

5. Detailed report

The full set of proposals for the Harrison Road area we have consulted over relates to the narrow terraced residential streets bounded by Melton Road, Harrison Road and Cannon Street to Stafford Street. The area and proposals are shown within the blue borders in Appendix A, Plan 1. Following the consultation a number of the proposals have now been dropped. However, consideration is still being given to implementing the following:

- Controlled Pavement Parking.
- Stafford Street Residents' Only Parking.
- Junction Protection.

5.1 Controlled Pavement Parking Zone (CPPZ)

It is intended to introduce an area wide CPPZ on all streets within this boundary. Vehicles will not be allowed to park on footways unless in a marked/signed bay. This will regularise the current situation, maximizing on-street parking availability whilst helping to prevent parked cars from wholly obstructing the footways.

The marked bays will be formalised so that they are partly on the footway. At least 1.5 metres of the footway will be kept clear for pedestrians. Where the street is wide enough to accommodate parking wholly on the carriageway, then bays will NOT appear partly on the footway. This prohibition will operate on all days and at all hours of the day.

5.2 Stafford Street Residents' Parking Scheme (RPS)

The proposed RPS will only apply to Stafford Street and Edensor Street, This is shown as part of Appendix A - Plan 2. This will be in the form of Permit Holders Only past this point (except in signed bays) restriction, with the majority of the street only available for permit holders to park. However, to support local businesses there will be a 7.5 metre motorcycle bay and a 10 metre shared use bay, that can accommodate permit holders at all times, and limited waiting for 30 minutes with a no return for 1 hour, from Monday to Saturday 7.30am to 6pm.

Stafford St is currently one-way along part of its length between Melton Rd and Edensor St. The proposals include for making the whole of Stafford St one-way.

5.3 Double Yellow Line (DYL) Junction Protection Markings.

For streets within the Harrison Road area, there are several where there are no DYL junction protection markings at the bell-mouths to prevent inconsiderate parking. Parking at these points restricts visibility for both pedestrians and drivers at the junction, blocks pedestrian crossing points and can make it difficult for large vehicles, including fire engines, to turn into streets.

Within this area, there are some streets with junction protection and the DYL lengths are in the region of 5 to 10 metres. The Council is looking to install junction protection on those streets that do not currently have them in place. It is proposed that these DYLs should not be less than 5 metres. It is noted that the Highway Code informs drivers that they should not be parked within 10 metres of a junction. Given the nature of the street layout and the demands for parking, it is recommended that there should be a minimum of 5 metres of DYL.

Unresolved Objections.

For the proposals that the Council is proposing to take forward outlined above, there are a total of 11 unresolved objections. These are objections received within the statutory consultation ended on 18th October 2021, although objections and enquiries have continued to be received.

There are four objections to the CPPZ, six objections to the Stafford Street RPS and one objection to the junction protection. Please see Appendix B – unresolved objections with officer response (with personal details removed). Only the relevant part of their objection has been listed.

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 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.

Objectors 1 to 4: Introduction of a footway parking ban on all streets within the Harrison Road Area.

Regarding the issue of introducing of an area wide footway parking ban except in signed bays. Two of the objectors supported the proposal for its introduction of this type of restriction. However, they objected on the grounds that the Council should not then permit footway parking in marked /signed bays. There should be a commitment that the footways are for pedestrian and cycle use only. For the other two objectors, their objection is based on the grounds that it would affect local business and footfall to local shops. As part of that, one of these objectors also raised the point that junction protection would also affect local shops and footfall to these shops.

Objectors 5 to 10: Introduction of a Residents Permit Scheme on Stafford Street and Edensor Street.

In relation to the proposed introduction of a RPS and extending the existing one-way restriction to include the whole length of the road. Objections were received against the permit scheme only, as follows:

Two objectors, who did not live on the street, stated that they were against the proposal and that, if anywhere, the restriction should be on Belgrave Road and Cossington Street.

Two of the objectors raised the issues of insufficient parking provision on the street that a permit parking scheme would not resolve. For local businesses, this would also have an impact on them.

One objector raised the concern that the side access to their business on Stafford Street would be blocked by the shared use bay.

One objector was opposed to a permit scheme and felt that the street had been a motorbike circuit due to a motorbike business located on that street and that testing was being carried out on the street that the residents parking scheme would not stop this.

Displacement parking has not been raised as an objection for Stafford Street. However, there is the potential for displacement parking to other nearby streets who have rejected proposals for residents parking as part of the wider consultation across the area.

Objector 11: Junction Protection.

One objector raised concerns via a local Ward Councillor over the introduction of double yellow line parking restrictions at junctions, citing concerns for loss of passing trade to their business. However, as the junction markings are being proposed to improve safety and will be kept to maximum of 5m, there is not expected to be any material impact on safe parking capacity.

Resolved/withdrawn objections.

As the Council is no longer proposing to take forward other measures in the Harrison Road area, all other objections to those proposals have been resolved.

Other supporting information.

Following the consultation and public advertisement of the proposals, both the Council and Ward Councillors have been contacted by residents on Stafford Street raising concerns about ongoing parking problems and their desire for the introduction of a permit scheme. These residents felt a lot of misinformation was circulating.

It was agreed by both the Ward Councillors and the City Highways Director that the Council would undertake more focussed survey work with Stafford Street residents to see if there was support for a permit scheme.

Just prior to the questionnaire being sent out, a petition from a resident of Stafford Street, signed by 49 households out of a total of 84 properties, was received stating that they did not support a permit scheme.

Stafford Street Residents' Surveys.

On the 2nd December 2021 a letter with a questionnaire and a frequently asked question sheet (*about residents permits and cost of permits*) was sent out to the 84 properties on Stafford Street. In addition, on the 23rd January 2022 both Ward Councillors and Officers carried out a door knocking exercise to speak to residents to answer any questions they had about permits and the cost relating to permits.

From the questionnaire and the door knocking exercise the results came back as follows:

- Of the 84 properties, **4** were empty.
- A total of **49** properties were in support of a scheme, this included 4 taken from questionnaire.
- There were **16** properties against a scheme, again **7** were taken from the questionnaire.
- This left only **15** properties who did not respond to both the questionnaire or answered the knock on door.

28 out of 49 residents who signed the petition against a residents' scheme, changed their mind to support a permit scheme.

Visitor & other permits:

For Stafford Street proposals, the Council would issue the standard permit allocation in line with Council policies and procedures. As such, up to 4 permits can be issued to each household, at a cost of £25 per permit. In addition, for businesses, they are also entitled to apply for 4 business permits at the cost of £100 per permit with a Vehicle Registration Number (VRN) on it, £150 with no VRN assigned. There is also an ability to apply for visitor permits which would be available to residents and businesses within the scheme. It should be noted that there is an exemption for residents with a Blue Badge and for residents who are of state pension age.

Feedback letter sent week commencing 14th March 2022.

A letter to all residents on Stafford Street and Edensor Street has been sent informing them of the result of the survey.

Summary.

The formal consultation did not generate significant levels of objection to the introduction of a CPPZ or junction protection, which are essential to improving road safety for residents, pedestrians and other road users.

Following extensive consultation and focussed engagement in Stafford Street in particular, officers feel that there is sufficient support to justify the introduction of a RPS on this street.

Officers therefore remain supportive of implanting these measures.

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

6.1 Financial implications

The advertising cost to make the Traffic Regulation Order permanent is estimated to be £1,000 to be funded from existing budgets within the capital programme. If the scheme becomes permanent, then income in year two could be in the region of £4k. The first year of the scheme, it has been agreed, permits will be issued free of charge. The income from the permits is to finance the administration of the scheme.

Stuart McAvoy – Principal Accountant

6.2 Legal implications

Traffic Regulations 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 to be 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 do not.

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 & Plan 2

Appendix B – unresolved objections