

APPENDIX B

OBJECTION RECEIVED BY E-MAIL FROM OBJECTORS 'A to J'

The objections and officers' responses are as follows: -

1.1 Objector 'A' comments:

Our objection to this idea is simple. As a walking and cycling charity our focus is to increase the opportunity for people to walk and ride a bike. We want to see cars removed from pavements to return the pavements to pedestrians. The fact that having cars only parking on the road will narrow the road is an issue for others but not for us. I live in a terraced house on a narrow road where there is pavement parking. I understand that my neighbours do not want their cars damaged. However I want to be able to freely walk along the pavement and not have to divert into the road. I want to have room to socially distance and not have to use the road. I want to be able to use a child buggy and get past a car parked across the pavement. Legitimising pavement parking reinforces the notion that cars have more right to the spaces in our cities than people. Leicester is doing fantastic work to support active travel. We just don't agree with this idea, even with the local sensibilities.

1.2 Officers Response:

Thank you for your email, confirming that you on behalf of #####, are objecting to the proposals for the introduction of an area wide footway parking ban except in signed bays. The grounds for your objection, is on the basis that the footway should be totally clear of any parked vehicles, regardless of the width of road. You don't agree with the idea that the council should formalise parking, by allowing part on and part off footway parking in marked bays on narrow streets. This would have provided and maintained at least a 1.5 metre width of footway for pedestrians. In addition, giving the Council the ability to carry out enforcement action against vehicle that is parked in breach of the TRO.

2.1 Objector 'B' comments:

I am a resident of Harrison road and I'm very disappointed and I am totally against turning Harrison road into one way and no pavement parking. This will destroy the traffic flow and for deliveries for businesses.

2.2 Officers Response:

We are looking at painting some parking bays both partly on the footway and carriageway. Where the road wide enough, the cars will park only on the carriageway. We are considering a Footway Parking ban on all streets/roads as part of the proposals though it is recognised that not all streets have sufficient carriageway widths to accommodate parking on both sides of the road and still maintain a running lane, this also includes some existing one-way streets. As such our proposal looked at introducing a footway parking ban except in signed bays, as we want to maintain a minimum of 1.5 metres for pedestrian safety on the footway. Helping parents with push chairs, wheelchair users and those on Motability scooters and for those narrow streets, the parking bay would be painted partly on the footway and partly on the carriageway. Drivers using the parking places must park wholly within the limits of the bay, otherwise drivers would either narrow the footway further or reduce the running lane on the carriageway.

3.1 Objector 'C' comments:

I object to the crazy plans to turn Harrison road into one way and also to stop pavement parking. I object to all of the TRO. It doesn't help any of us. It will stop traffic flow. In regards to school traffic it's only for half an hour a day why don't you provide bikes outside the school and small bikes so parents can walk, bike and run to school? Instead of ruining the roads for ALL of the residents.

The proposed changed will affect all those who live in the area but this isn't being considered nor have they been given an option or choice regarding the matter.

3.2 Officers Response:

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streets/roads as part of the proposals though it is recognised that not all streets have sufficient carriageway widths to accommodate parking on both sides of the road and still maintain a running lane, this also includes some existing one-way streets. As such our proposal looked at introducing a footway parking ban except in signed bays, as we want to maintain a minimum of 1.5 metres for pedestrian safety on the footway. Helping parents with push chairs, wheelchair users and those on Motability scooters and for those narrow streets, the parking bay would be painted partly on the footway and partly on the carriageway. Drivers using the parking places must park wholly within the limits of the bay, otherwise drivers would either narrow the footway further or reduce the running lane on the carriageway.

4.1 Objector 'D' comments:

Referring to the plan, parking on the footpaths remain, on Cannon street (opposite Shakti Mandir) they continue to function in the proposed plan.

I believe the whole line is the worst line of pavements (particularly the section opposite Shakti Mandir) for pedestrians especially, wheelchair users, pushchair users, elderly people and parents walking with their kids to pass by. As there are cars and Motorbikes parked on the pavement with dustbins outside pedestrians are unable to walk on the foot path, they need to walk on the road. Plus there are kids playing in that area with their dressing tables and toys outside so it makes it impossible for vulnerable pedestrians to walk on the pavement. Member from my household also is disabled using a frame/walking stick struggles here. I would recommend that pavement parking is removed from that area.

4.2 Officers Response:

We are looking at painting some parking bays both partly on the footway and carriageway. Where the road wide enough, the cars will park only on the carriageway. We are considering a Footway Parking ban on all streets/roads as part of the proposals though it is recognised that not all streets have sufficient carriageway widths to accommodate parking on both sides of the road and still maintain a running lane, this also includes some existing one-way streets. As such our proposal looked at introducing a footway parking ban except in signed bays, as we want to maintain a minimum of 1.5 metres for pedestrian safety on the footway. Helping parents with push chairs, wheelchair users and those on Motability scooters and for those narrow streets, the parking bay would be painted partly on the footway and partly on the carriageway. Drivers using the parking places must park wholly within the limits of the bay, otherwise drivers would either narrow the footway further or reduce the running lane on the carriageway.

If all vehicles were to park only on the carriageway, for certain narrow streets, parking could only be feasible on one side of the road. The other side would have to be kept clear, so traffic could drive down the road safely. Removing parking on one side of the road would look to displace approximately 50 vehicles from that road. As there are nine roads that could be affected by that sort of proposal, could look to displace more than 300 vehicles. I do not believe that this would be supported by most residents. The best approach would be to formalise the parking and ensure there is a minimum footway width for pedestrians. Any breach of the bay could result in the issue of a parking ticket.

5.1 Objector 'E & F' comments (*both objectors sent in the same email*):

I am in total objection with permit parking on Stafford street. As well as surrounding areas. If anywhere it should on Belgrave road and Cossington street.

5.2 Officers Response:

Thank you for your email in which you state you object to a permit scheme on Stafford Street. I would just like to confirm that for an objection to be considered. You must give a reason why you are objecting to the proposed Order. I am happy to consider reasons for your objection, if I understand why you are objecting. I have attached part of the paragraph from the site Notice and the advert Notice that appeared in the Leicester Mercury.

Any objections stating grounds on which they are made and quoting ref. No. 2963 (Harrison Rd Area – one-ways & parking prohibitions, restrictions and provisions).

Therefore, if you can provide a reason for you objection, so I can consider your comments. All comments are appreciated and I want to ensure that you views are heard and considered. It would also be helpful if you could

tell me what street you live on, and why you have asked for restrictions on Belgrave Road and Cossington Street. Currently these two streets are outside these proposals. As such they cannot be included within this scheme

6.1 Objector 'G' comments:

To introduce a residents parking scheme in Edensor Street, Lancashire Street, Stafford Street, St Michaels Avenue and Harrison Road (from Marfitt Street)

After looking at your proposals I am very unhappy with the proposed scheme. There will be inadequate provision of shared use bays on the Harrison Road end of the streets listed. For example, there are shops at the Harrison Road end of St Michaels Avenue with no parking for customers on the plan. There is also no loading bay nearby for the delivery drivers to park in.

To summarise,

I object to plans to introduce a residents parking scheme

I support the introduction of new double yellow lines at each arm of the junction marked in blue on the plan.

I support the areawide footway parking ban (except in signed bays)

I support the proposed one-way system on Stafford Street, Broadhurst Street, Portman Street, Glen Street, Agar Street

6.2 Officers Response:

In your correspondence you have raised an objection to your section of Harrison Road (Marfitt Street/Gipsy Lane to Rushey Fields) being included in a permit parking scheme. There has also been a petition against that proposal sent in by residents on that same road and we will consider that this section of road be excluded from the scheme. This proposal though does go back to issues raised by the local community over several years. In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.

7.1 Objector 'H' comments:

We have given it much consideration and gone over the plans multiple times and would like to express our opposition to the TRO. We completely understand that there is an issue with parking in Lancashire Street and the surrounding streets however we feel as though the residents are being penalised for this issue when really the businesses should be held more accountable.

With the raising costs of the economy, bills and the cost of living has dramatically increased post pandemic. The introduction of parking permits for our residents is just an additional cost. Why should we residents be penalised for this issue. You have mentioned parking permits but not specify how much this would cost? How many each household should be entitled to or how these permits would be monitored. As I've mentioned earlier this is just an additional cost for our residents.

It is all being well to suggest parking permits will that mean you are you going to implement more traffic wardens? To ensure that these TRO is being followed? Even with the 'limited waiting bays' that you have outlined to be used for customers for the surrounding shops and local businesses how are you going to monitor this? If there is not plan to monitor this then the parking permits are null and void. There is an awful issue with parking on double yellow lines all along Melton, Belgrave and Harrison Road and we never see these people being ticketed or even any improvements so why the residents should have to suffer with this outrageous permits.

7.2 Officers Response:

Thank you for your recent correspondence concerning proposals for improving parking and traffic conditions in the Harrison Road area. The proposals respond to many issues that local residents have approached us about over the years and stem from long term community engagement over potential solutions. Your feedback and objection to various aspects of the proposals has been recorded. We always welcome constructive feedback as it allows us to consider concerns which may not have appreciated beforehand.

In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.

With regards to a permit scheme, you are correct it does not guarantee that a resident can park outside their house. However, it does look to tackle the parking by non-residents, by giving priority back residents and their visitors with a permit. Any vehicle without a permit would be subject to a parking ticket. By removing non-residents parking from your area, it should help free up space on the street. But there still is the issue with homeowners with more than one car. There is limited kerb space especially on terraced streets. However, as stated the approach is to try and give more opportunity to residents for parking.

There are areas within the city that have residents permit schemes, and they have seen the benefit to their parking situation. However, by the nature of a permit scheme, they are restrictive as you must have a permit to park. The number of permits issued to each household, are out of the scope for the Traffic Regulation Order and the cost of the permit is an administration charge. That covers the stationary, and processing for the creation of the permit. As you can appreciate, there are several permit schemes with Leicester and have been in operation for years, giving priority to residents.

8.1 Objector 'T' comments:

I am the landlady and I have only just picked up your Consultation Letter from my empty shop. I think it was put to the side by an agent that must have visited. I am a little concerned that outside the side of my shop at:

279 Melton Road LE4 7AN (it is actually on the corner of Stafford Street and Melton Road)

there is an entrance to the rear (in Stafford Street) yard and looking at your plan it shows that shared parking has been allocated on the street just outside this entrance. There is a dropped curb there for vehicles to go in and out of the rear of the premises so if there is a vehicle parked on the street then we will not be able to use this rear entrance for vehicles.

I would object to this rear entrance being blocked by parked vehicles and request you to leave room at this position for vehicles to go in and out of the rear entrance to the shop. I am in the process of assigning a new lease to prospective tenants and they have seen this as an asset to their business and one of the factors of opening a business at these premises.

8.2 Officers Response:

In your correspondence you have raised an objection to blocking your entrance to the back of your business. I can confirm that we would not be looking to block your entrance and every effort will be made to keep it clear if the scheme was to proceed. This proposal though does go back to issues raised by the local community over several years. In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was

considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.

9.1 **Objector 'J'** comments:

I oppose residence parking, parking permits and one-way street restrictions. and regards to Stafford street designated parking spaces for motorbikes, regards to the motorbike businesses, the street has been a motorbike circuit and are test-driving on pavements.

8.2 **Officers Response:**

In your correspondence you have raised an objection to a permit parking scheme. This proposal though does go back to issues raised by the local community over several years. In 2016, a questionnaire was sent out to residents regarding Controlled Pavement Parking in Leicester and other suggested other options to address parking issues, such as Residents Parking. There was no suggestion at the time, that the council was looking to introduce a permit scheme, however, residents from Stafford Street submitted a petition for a permit scheme, due to ongoing parking problems, this is what triggered the proposals. However, when considering such a scheme, officers must consider any displacement parking from one location to another, this is especially prevalent when permit schemes are introduced. Therefore, it was considered that Harrison Road along with two other roads were at risk of displaced parking and as a result, the road was included in the proposals to protect residents and their ability to park. If Harrison Road was no longer included, then potential displaced parking could be an issue in the future.