

Leicester  
City Council

**WARDS AFFECTED**  
**Abbey**

**FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:**  
**Cabinet**

**5<sup>th</sup> November 2001**

---

**PETITION BY MEMBERS AND USERS OF THE GREAT MEETING UNITARIAN CHAPEL,  
EAST BOND STREET REQUESTING THE REMOVAL OF A THREE SPACE PAY AND  
DISPLAY PARKING PLACE FROM OUTSIDE THEIR PREMISES ON EAST BOND STREET**

---

**Report of the Director of Environment and Development and Commercial Services**

**1. Purpose of Report**

This report is in response to a petition submitted to full Council on 30<sup>TH</sup> November 2000 by Councillor Sood on behalf of the members and users of the Great Unitarian Church, East Bond Street.

**2. Summary**

The Director of Environment, Development and Commercial Services on 15<sup>th</sup> August 2001 approved a report outlining the actions of officers taken in consideration of this petition and recommending that no further action should be undertaken. The reasons for recommending that no action be taken are summarised as follows:

- ◆ There were no objections lodged when the proposals were advertised in January 1999 in line with the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.
- ◆ The parking bays are well occupied and therefore are an asset to the citizens of Leicester as a whole.
- ◆ Procedures are in place to enable the Highway Authority to suspend parking in the bay (free of charge) for events such as weddings or funerals. This arrangement is currently used successfully for the Methodist Church on Bishop Street.
- ◆ At a site meeting held on the 18<sup>th</sup> January 2000, Officers determined that there was no suitable alternative location for parking in the vicinity.

A more detailed reasoning is contained within the supporting information.

This report deals with the consideration of that decision by the Scrutiny Committee at its meeting on the 5<sup>th</sup> September 2001 that, requested that Cabinet give approval to the removal of the three pay and display parking places outside the Great Meeting Unitarian Chapel and reinstate double yellow lines and consideration be given to moving the three pay and display parking places to the opposite side of East Bond Street, utilising part of the pavement to minimise impact on the Highway.

(Members should note that in paragraph 1.7 of the Supporting Information attached to the report to the Director it is officers' view that there is no alternative location for the parking spaces in this area. Placing them on the opposite side of the road would make it difficult for large vehicles to enter Butt Close Lane making damage to the listed wall (referred to in paragraph 1.2 of the notes) more likely.)

The footway opposite the Chapel that forms part of the Highway is only 1.8 metres wide, the minimum standard for footway width adopted by the Council. The remainder of the apparent footway is private frontage belonging to HM Inland Revenue. Therefore, removing part of this footway to accommodate the pay and display parking places is not practicable.

### **3. Recommendations**

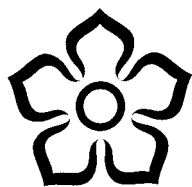
- 3.1 It is recommended that
- i) Cabinet have regard to the recommendation of the Scrutiny Committee and decide to take no further action and
  - ii) that the petitioners be informed of the outcome.

### **4. Headline Financial and legal Implications**

- 4.1 There are no legal implications arising from the recommendations contained in this report.

### **5. Report Author/Officer to contact:**

- 5.1 Steve Warwick, Traffic Engineer, City Centre, Ext 6531



Leicester  
City Council

**WARDS AFFECTED  
ABBAY**

**FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:**  
Cabinet

**5<sup>th</sup> November 2001**

---

**PETITION BY MEMBERS AND USERS OF THE GREAT MEETING UNITARIAN CHAPEL,  
EAST BOND STREET REQUESTING THE REMOVAL OF A THREE SPACE PAY AND  
DISPLAY PARKING PLACE FROM OUTSIDE THEIR PREMISES ON EAST BOND STREET**

---

## **SUPPORTING INFORMATION**

### **1. Report**

- 1.0 This report is in response to a petition submitted to full Council on the 30<sup>th</sup> November 2000 by Councillor Sood on behalf of the members and users of the Great Meeting Unitarian Chapel on East Bond Street. "We, the members and users of the Great Meeting Unitarian Chapel, East Bond Street, Leicester, call upon Leicester City Council to remove the three parking spaces in front of our Chapel introduced during 1999 as they constitute an eyesore and serious hindrance to the use of this historic place of worship, particularly at times of weddings and funerals, in our daily use of the building, and detract severely from the appearance of this important and significant site".
- 1.1 On 1<sup>st</sup> September 1999 a 3 space pay & display parking bay was introduced outside of the Great Meeting Chapel on East Bond Street. The Minister and Congregation of the Chapel have requested that the parking bay be removed. Officers have considered this matter and believe that the parking spaces are a valuable asset to the City as a whole and recommend that they should be retained.
- 1.2 The Chapel is located on the corner of East Bond Street and Butt Close Lane and is a grade 2 listed building. In 1995 following complaints from the Chapel representatives that vehicles entering Butt Close Lane were constantly brushing the Chapel Wall and causing damage 2 cast iron bollards were erected at the junction. Damage continued to occur and a Traffic Order was processed to remove 7 limited waiting parking spaces from Butt Close Lane. It was made clear at that time that when a review of all traffic orders in that vicinity was undertaken it would be intended to relocate the lost spaces nearby but no specific location was identified.

- 1.3 In March 1998 as part of the review of all traffic orders in the city centre and the introduction of on street charging the Urban Management Committee approved a report recommending many changes to waiting restrictions in the East Bond Street area including the introduction of the 3 space parking bay outside of the Chapel together with 3 further spaces on the other side of the Butt Close Lane junction. At the same time 8 limited waiting spaces were proposed to be removed from Church Gate to improve bus access to the bus station in Gravel Street, the new spaces in East Bond Street were the nearest to the lost parking area in Church Gate.
- 1.4 The proposals were advertised in the Leicester Mercury and by notices posted on lamp columns on street on 11<sup>th</sup> January 1999. One of the notices was attached to lamp column 9 directly outside of the Chapel. No objections or comments were received and the revised restrictions were introduced on 1<sup>st</sup> September 1999.
- 1.5 The parking spaces on East Bond Street have proved popular and casual observations have shown that all of the spaces have been occupied on several occasions.
- 1.6 In October 1999 Councillor Soulsby who is a member of the Chapel congregation, wrote to the Director of Environment and Development requesting a site meeting to discuss the problems caused to the Chapel operations by the new parking bays and to suggest that they be moved to another location.
- 1.7 A site meeting was held on 18<sup>th</sup> January 2000 attended by Councillor Soulsby and other members of the Chapel together with officers of the Traffic Group. At the meeting the Chapel representatives set out the problems that they perceived were due to the new parking bays and officers indicated that the reason for introducing the bays was to replace those lost in Butt Close Lane and Church Gate and pointed out that the location of the new bays had been purposely chosen to help prevent damage to the Chapel wall whilst still maintaining the availability of all turning movements at both the Butt Close Lane and Causeway Lane junctions. It was Officers' opinion that due to the layout of the junctions and the position of entrances to private property there was no alternative location for the parking places in the area and it was therefore a case of retaining the 3 spaces or removing them completely. The officer indicated that he did not feel that there was justification for removing the parking bays.
- 1.8 Following the site meeting a letter, dated 4<sup>th</sup> February 2000, was received from the Minister at the Chapel again requesting the removal of the parking bays and setting out all of the reasons behind the request, which are as follows:-
  - a. The parking bays deprive the chapel of vehicle access through the double gates on East Bond Street. Vehicle access being required for loading & unloading and for workmen.
  - b. The parking bays deny access to the Chapel for funerals.
  - c. The parking bays deny access to the Chapel for weddings.
  - d. That if a wedding or funeral was booked it would not be viable for the Chapel to inform the Council prior to the occasion to enable them to suspend the use of the parking bays.
  - e. That one couple had been deterred from holding their wedding at the Chapel because when they visited there was a line of cars parked outside.

- 1.9 The Chapel does not have any dropped kerbs to permit vehicle access and the double gates are designed to afford pedestrian access only. The driving of vehicles over the footway to gain access to the Chapel is unlawful and during the site visit it was noted that damage had been caused to the tiled entrance to the Chapel by vehicles being driven on to that area. Loading & unloading is permitted from the highway along the whole of the Chapel frontage including the parking bays.
- 1.10 Pay & Display bays can be suspended by Traffic Group officers to prevent parking and loading by all vehicles or to allow parking by specific vehicles such as those used for a funeral or a wedding. The only requirement is for the Chapel to give a few days notice of a forthcoming event and arrangements could then be made (free of charge) to accommodate that event. A similar arrangement works satisfactorily at the Bishop Street Methodist Church. If the parking bays were removed and the previous “no waiting at any time” restriction was reintroduced the Council would have no powers to prevent orange badge holders parking there or to prevent vehicles stopping to load & unload.
- 1.11 Further letters were received via Councillor Sood that supported this request but did not provide any additional information.
- 1.12 Traffic Orders can be introduced or amended for only 5 formal reasons and the only reason which could be used in this circumstance would be “to preserve or improve the amenities of the area through which the road runs”, whilst the members of the Chapel congregation might view the removal of the parking spaces as an improvement it is highly likely that the users of those spaces would not. Any proposal to remove the parking spaces would necessitate following the traffic regulation orders procedure and if any formal objections were received it might prove very difficult to justify on legal grounds the removal of the spaces.
- 1.13 Audit figures from the pay & display machine indicate that the 6 parking spaces on that part of East Bond Street have an occupancy of 47% for the whole of the charging period of 7.30am to 6.00pm Monday to Saturday, casual observations have shown that the occupancy on Saturdays and during the mid morning to mid afternoon period Monday to Friday is almost 100%. Removing the 3 spaces outside of the Chapel would result in an estimated loss of £4,500 per annum in parking revenue.
- 1.14 A plan ref. UM/TD/PC/EBS is attached to this report which shows the location of the parking places outside of the Chapel on East Bond Street.

## **FINANCIAL, LEGAL AND OTHER IMPLICATIONS**

### **1. Financial Implications**

- 1.1 There are no financial implications seen to arise from the recommendations in this report. The removal of the parking bays will result in lost revenue of approximately £4,500 per annum.

## 2. Legal Implications

- 2.1 There are no legal implications seen to arise from the recommendations in this report. The removal of the parking bays will require the processing of a Traffic Regulation Order.

## 3. Other Implications

OTHER IMPLICATIONS	YES/NO	Paragraph Within Supporting information	References
Equal Opportunities	<b>NO</b>		
Policy	<b>NO</b>		
Sustainable and Environmental	<b>NO</b>		
Crime and Disorder	<b>NO</b>		
Human Rights Act	<b>NO</b>		

## 4. Background Papers – Local Government Act 1972

- 4.1 Report to Urban Management Committee “Butt Close Lane Experimental Traffic Order” dated 9<sup>th</sup> April 1996. File UM/TD/PC/08162
- 4.2 Letter from Councillor Soulsby dated 21<sup>st</sup> October 1999. File UM/TD/PC/09154
- 4.3 Letter from Rev. Dr. Stewart dated 4<sup>th</sup> February 2000. File UM/TD/PC/09154
- 4.4 Report to Urban Management Committee “East Bond Street pay & display parking” Dated 8<sup>th</sup> March 2000.
- 4.5 Members enquiry from Councillor Sood dated 28<sup>th</sup> Feb 2001.

## 5. Consultations

- 5.1 The New Leicester Traffic Regulation Order TRO file 09154/Area 1

## 6. Report Author

- 6.1 Steve Warwick, Traffic Engineer, City Centre, Ext 6531