



Leicester
City Council

**WARDS AFFECTED
ABBEY**

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

15th January 2001

**PASTURE LANE WAITING RESTRICTIONS & FOOTWAY EXTENSION, REQUEST BY
REPRESENTATIVES OF THE SHREE WANZA COMMUNITY CENTRE FOR THE
REVERSAL OF RECENT WORKS**

Report of the Director of Environment and Development

1. Purpose of Report

To consider the challenge by Councillor's Sood & Chohan to the decision of the Planning & Transportation Committee taken on 2nd August 2000 which resolved "that it be confirmed that the recently introduced waiting restrictions and the widened footway are appropriate for the area as a whole and should be retained".

2. Summary

- 2.1 Following the completion of an extensive legal process involving several committee decisions, advertising of the proposals and consideration of a small number of objections received, revised waiting restrictions were introduced in Pasture lane and the surrounding area on 10th April 2000. Pasture Lane is a cul de sac with industrial frontage except for the Shree Wanza Community Centre which is located at the end of the turning head. The restrictions imposed retain a mixture of unrestricted parking and limited waiting parking spaces wherever officers felt that parking could be allowed and no waiting at any time restrictions in the vicinity of entrances, junctions and in the turning head.
- 2.2 Following the introduction of the waiting restrictions and following physical work being undertaken to widen a short length of footway to provide a cycle route in the area, objections were received from members of the Shree Wanza Community Centre. Representatives of the centre requested the removal of the waiting restrictions and reversal of the footway widening to allow extensive on street parking to be retained. The Planning & Transportation Committee on 2nd August 2000 reconsidered its earlier decision and agreed with the officers recommendation that the revised waiting restrictions and the widened cycleway / footway should be retained. That decision was then challenged by Councillors Sood & Chohan. At the full council meeting in August 2000 the matter was referred back to the Highways & Transportation Scrutiny Committee and Cabinet.

- 2.3 Representatives of the Shree Wanza centre have now indicated that they would accept waiting prohibitions which applied between 7.30am and 6.00pm Monday to Friday which would allow extensive parking during the times that the centre is allowed to open. The Scrutiny Committee meeting on 15th November 2000 commented that it was dangerous for female visitors to the Shree Wanza Community Centre to be expected to walk to the nearby car park via the subway and that therefore the request for changes to allow parking outside the centre during evenings and weekends was justified. The Committee also raised queries regarding the original planning decision and whether the current issues were properly addressed at that time. While those decisions remain, there may be lessons to be learnt for the future. The committee commented that consideration should have been given to locating the cycle route on the opposite side of Friday Street which has no frontage development.

3. Recommendations

- 3.1 That the Cabinet endorse the decisions of the Urban Management Sub Committee, Environment & Development Committee and Planning & Transportation Committee regarding the traffic issues and confirm that the existing waiting restrictions and cycleway on Pasture Lane should be retained.
- 3.2 That the Cabinet confirm that the review of traffic orders throughout the City be continued with the aim of ensuring that consistent and justifiable restrictions are imposed wherever they are considered necessary, with the ultimate aim of gaining decriminalised parking enforcement powers.

4. Financial and legal Implications

- 4.1 There are no financial or legal implications arising from the recommendation contained in this report.

5. Report Author/Officer to contact:

- 5.1 Paul Commons, Team Leader Traffic Operations, Ext 6678

SUPPORTING INFORMATION

1. Report

- 1.1 The representatives of the Shree Wanza Centre have requested that the footway be returned to its original width and that the waiting prohibitions be either removed or changed from applying at all times to applying between 7.30am and 6.00pm Monday to Friday only. Officers are unable to support these requests for the reasons set out below and recommend that the Cabinet confirm the decision of the Planning & Transportation Committee that the existing restrictions and footway / cycleway be retained.
- 1.2 The Council is committed under the terms of the local transport plan to reviewing all traffic regulation orders in the City over the next four years with the ultimate aim of introducing decriminalised parking enforcement. The Government guidelines require that Orders should be reviewed so as to ensure that they are justifiable and consistent. The alternative restrictions requested would be unique within the large area of the city centre already reviewed and therefore would fail the test of consistency, this might adversely effect the application for decriminalised parking powers. The old Leicester traffic orders contain more than 80 different timed restrictions, which, with Committee approval, have been trimmed to 26 in the new order. Officers believe that the use of the 26 timed restrictions without the addition of restrictions designed to cater for individual locations is essential to the successful introduction of decriminalised parking powers.
- 1.3 The use of no waiting at any time restrictions in the vicinity of junctions, entrances and in turning areas in cul-de-sacs is seen as essential in ensuring the public's rights of safe passage on the highway and in ensuring that access to private property is available at all times.
- 1.4 No waiting at any time restrictions are the only restrictions which would ensure that access for emergency services vehicles would be available at all times to and from the Shree Wanza Centre. The alternative restrictions proposed would allow extensive parking in the cul de sac at times when the centre is in use by large numbers of people.
- 1.5 The existing restrictions are shown by double yellow lines which tend to be self enforcing. The restrictions requested would be shown by single yellow lines. There is little doubt that there tends to be a higher level of contravention's on single yellow line restrictions which would lead to difficulties of access for local businesses and which would necessitate a greater enforcement effort from the traffic warden service which is already stretched.
- 1.6 There are no cost implications in retaining the existing restrictions. The changes requested would require the full traffic regulation order procedures to be carried out. It is estimated that the cost including amending the signs and lines would be £1250 and that 20 hours of officer time would be required.
- 1.7 The only complainants regarding the existing restrictions are the representatives of the Shree Wanza Centre, three businesses in Pasture Lane have forwarded letters in support of the existing restrictions which are seen to have assisted access to businesses and improved road safety by ensuring that vehicles can use the turning

head facility and exit the road in a forwards direction. The existing restrictions have the full support of the police and fire & rescue service.

- 1.8 The widening of the footway has improved safety for pedestrians as well as providing a vital link in the National cycle route number 6 linking Dover and Inverness. Prior to the footway widening and the introduction of waiting restrictions, parked cars regularly overhung the narrow footway causing an obstruction and forcing pedestrians to use the carriageway.
- 1.9 When considering the introduction of a shared use footway / cycleway it is normal practice to consult with the Royal Society for the Blind. When consulting on the Pasture Lane area the society indicated that its members used the footways on the opposite side of Friday Street to the Shree Wanza Centre which gave access to the full length of Friday Street as well as to St Margarets Way. It was requested that the cycle route should be placed on the Shree Wanza side of the road for that reason.
- 1.10 Sustrans, the body responsible for co-ordinating work on the National cycle routes identified the need for the cycle route connection between St Margarets Way and Craven Street. The widening of the footway on the Shree Wanza side of Friday Street allowed the cycleway to be constructed in a manner which complies with best practice and on that basis the full cost is being met by Sustrans. The footway layout on the opposite side of Friday Street would not allow widening along the full length to the necessary standard and involves a very tight dog leg between the two different footway levels. The double rightangle turn required would be likely to result in conflict between pedestrians and cyclists in that restricted area. Cyclists arriving at the Craven Street end of Friday Street, on the opposite side of the road to the Shree Wanza Centre, would have to cross the traffic flowing on Friday Street to continue along their signed route. The present layout does not involve the crossing of traffic flows on Friday Street as it is carried out above that road at the St. Margaret's Way level. It is unlikely that Sustrans would fund a sub standard cycleway on the north side of Friday Street.
- 1.11 There are no cost implications in retaining the existing shared use cycleway / footway. It is estimated that the cost of reinstating the original footway, introducing a shared use facility on the opposite side of Friday Street, including the loss of funding from Sustrans would be in the region of £12000.
- 1,12 A plan ref CD/TF/PC/09154/P.LANE is attached which shows the existing layout of the waiting restrictions and cycleway on Pasture Lane.

2. Details of Research & Consultation

- 2.1 Meeting at New walk Centre 11th April 2000 attended by Councillor Chohan, 2 representatives of the Shree Wanza Community Centre & Paul Commons (Traffic Group Officer).
- 2.2 Meeting at Shree Wanza Centre 14th April 2000 attended by Councillor Chohan, Councillor Sood, Paul Commons (Traffic Group), Police representative + committee of Shree Wanza Community Centre.

- 2.3 Meeting on Pasture Lane 9th May 2000 attended by Paul Commons (Traffic Group), Police Representative, Fire Service Representative.

3. Implications

- 3.1 No Implications are seen to arise from the recommendation contained in this report.

4. Background Papers

- 4.1 Reports to Urban Management Sub - Committee dated 3rd March 1998 and 21st April 1999, file UM/TD/PC/09154.
- 4.2 Report to Planning & Transportation Committee dated 8th March 2000, file UM/TD/PC/09154.
- 4.3 Report to Planning & Transportation Committee dated 31st May 2000, file UM/TD/PC/09154.
- 4.4 Report to Planning & Transportation Committee dated 2nd August 2000, file UM/TD/PC/09154.
- 4.5 Letter from Guardsmen Ltd dated 28th April 2000, file UM/TD/PC/09154
- 4.6 Letter from AA Security Ltd dated 28th April 2000, file UM/TD/PC/09154
- 4.7 Letter from IMS Ltd dated 4th May 2000, file UM/TD/PC/09154.
- 4.8 Letter from Fire & Rescue Service dated 17th May 2000, file UM/TD/PC/09154.
- 4.9 Letter from Chief Constable dated 30th May 2000, file UM/TD/PC/09154.
- 4.10 Letter from Shree Wanza Community Centre dated 24th July 2000, file UM/TD/PC/09154.
- 4.11 Letter from Patricia Hewitt MP dated 15th August 2000, file UM/TD/PC/09154.
- 4.12 Letter of response sent to Patricia Hewitt MP dated 20th October 2000, file UM/TD/PC/09154.
- 4.13 Report to Planning & Transportation Scrutiny Committee dated 15th November 2000, file UM/TD/PC/09154.