



OVERVIEW SELECT COMMITTEE

Jain Centre Parking Provision

Lead Director: Andrew L Smith

Date: 7 February 2019

Useful information

- Ward(s): Castle
- Report author: Satbir Kaur, Team Leader, Transport Strategy
- Author contact details: Satbir.Kaur@leicester.gov.uk

1. Purpose of report

Following proposals to introduce improvements on York Road a petition was received from the Jain Centre to “Retain a safe parking/drop off space for users of the Jain Centre on York Road (LE1 5TT)”. This petition was discussed at Full Council on 24th January 2019, it was proposed that the parking provision be reviewed by the Overview Select Committee. This report seeks to advise the committee of the proposed parking/drop off provision to accommodate parking needs of the Jain Centre.

2. Background

2.1 The York Road scheme seeks to introduce improvements on York Road, Bonners Lane and Grange Lane with the aim of enhancing connectivity for pedestrians and cyclists between the Bede Park and De Montfort University areas and the newly completed New Walk Place and King Street pedestrianisation leading to the City Centre and New Walk. The improvements include:

- Part pedestrianisation of two sections of York Road, the section between Oxford Street and Upper Brown Street and also a part of York Road between Upper Brown Street and the exit from Newarke St car park, excluding the access to Newarke St car park.
- Improvements are also proposed to Bonners Lane and Grange Lane to improve pedestrian and cycle access.

2.2 Representatives of the Jain Centre met with the City Mayor 16th October 2018 and requested four concessions be considered as part of the design and Traffic Regulation Order (TRO) amendments. These were as follows:

- a) Permit unlimited access on a Sunday
- b) Allow access for blue badge holders at all times
- c) Provide a parking bay for blue badge holder on York Rd
- d) Permit access to users of the Jain Centre at all times

2.3 The TRO was subsequently amended to accommodate points a) and b). Officers looked at the possibility of introducing a dedicated disabled parking bay on York Road, this is difficult to accommodate due to the number of private accesses and the requirement to provide a dedicated loading bay for businesses. It is possible to install a parking bay for two vehicles; however, this would be very close to the junction and there was no way of ensuring the bay was only accessible to blue badge holders visiting the Jain Centre. Point d)

was discounted as it would require costly physical enforcement measures, such as automatic bollards, to enforce access for permit holders only.

2.4 An amendment to the TRO was published on the 28th November 2018, the closing date for objections was Wednesday 19th December 2018. A total of five objections were received, four of these were on behalf of the Jain Centre. Objector's meetings were held w/c 28th January and the outcome of these meetings will be presented to Planning and Development Control Committee on 19th February 2019.

2.5 The City Mayor met again with representatives of the Jain Centre 22nd January 2019 and was asked to consider providing unrestricted access to York Street beyond the concession for 24/7 access for blue badge holders. Officers anticipate that such unrestricted access would cause the present design to be classified as 'shared space' and therefore subject to Government restrictive advice.

2.6 The petition was considered at a Full Council Meeting on 24th January 2019 and the following motion was approved:

"The petition be referred to the Planning and Development Control Committee for them to consider in the context of the Traffic Regulation Order, and the petition also be referred to the Overview Select Committee so that they can consider the other aspects of which the Council could provide assistance to the Jain Centre to provide alternative parking in what is an incredibly challenging part of the city."

3. Current/proposed parking provision to assist the Jain Centre

The following sections provide an overview of the current/proposed provisions for parking/drop off to assist Jain Centre worshippers:

3.1 *Newarke Street Car Park*: The Jain Centre has a parking arrangement with Leicester City Council at the Newark Street car park, for vehicles used to transport disabled passengers. The Jain Centre provide a list of vehicle registration numbers and drivers on an annual basis and this provides them with free parking at the Newark Street car park even if the blue badge holder is not in the vehicle i.e. the blue badge holder has been dropped off at the Jain Centre and the driver then parks at the Newarke Street car park. There are currently 13 users on the list using this provision. Also, the car park now opens at 9am on a Sunday instead of 10am at the request of the Jain Centre.

3.2 *De Montfort University Car Park, Bonners Lane*: The Jain Centre has an arrangement in place since 2010 with DMU to use their car park when they have weekend events. The Centre has provided the University with a list of events for 2019 which DMU have agreed to accommodate.

3.3 *Oxford Street Industrial Units*: There has been an arrangement in place since 2007 for the Jain Centre to use the 16 spaces in the yard area after 6pm on weekdays and anytime at weekends. Observations from tenants of the units

suggest this facility is used most weekends and up to 30 vehicles are double parked at any one time.

3.4 *Spearing Waite Car Park on York Rd/Upper Brown Street:* Agreement in principle for the Jain Centre to use the surface car park when not in use by the company, subject to agreement of payment and contracts being drawn up.

3.5 The proposed scheme allows for dropping off disabled passengers on York Road.

4. Recommendations

4.1 Scrutiny members are asked to:

Note the current provision in place to accommodate the parking requirements of the Jain Centre congregation.

5. Financial, Legal and other implications

Financial implications

The scheme total cost estimate is £2m. A decision on Transforming Cities grant from the Government to help fund the scheme is anticipated in late February.

The cost of associated improvements to Newarke Street car park will be met from the Service Transformation Fund, already approved.

Colin Sharpe, Head of Finance, ext. 37 4081.

Legal implications

Proposed traffic regulation amendments to “The Leicester (Consolidation) Traffic Regulation Order 2006” for York Road, Norton Street, Bonners Lane, Grange Lane, Deacon Street & Henshaw Street were advertised 28th November 2018. Officers have taken due regard to the requirements under Section 122 of the Road Traffic Regulation Act 1984 Act ensure the safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway, and to have regard to the results of consultations undertaken with the appropriate statutory bodies. The closing date for objections was 19th December 2018, a total of five objections have been received, these are being addressed through the Traffic Regulation Order statutory procedures and referral will be made to the Planning and Development Control Committee.

John Mc Ivor – Principal Lawyer.

Climate Change and Carbon Reduction implications

Based on Government estimates, transport in Leicester generated 334,000 tonnes of carbon dioxide in 2015 (the most recent figures available), and accounted for 23% of the city's total carbon footprint. To meet the council's target of halving Leicester's emissions by 2025, sustainable, low emissions modes of travel including walking and cycling will need to substantially increase their share of journeys. The proposals in the report represent an important element of an enhanced network for walking and cycling in the city, which is necessary to support this increased modal share.

The scheme incorporates the planting of eight trees which would have the advantage of offsetting carbon emissions.

Duncan Bell, Senior Environmental Consultant. Ext 37 2249.

Equalities implications

An equality impact assessment has been carried out on the scheme. Consultation on the scheme incorporated a Healthy Streets check which considers the impact of street design on the most vulnerable groups. Results of the healthy streets check and comments from the consultation have been incorporated into the approved design.

6. Supporting information / appendices

6.1 York Road General Arrangement drawing: N113205C/YRS/GA001

7. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

7. Is this a "key decision"?

No