



Leicester
City Council

**WARDS AFFECTED:
CASTLE WARD**

**Report for consideration by the
Planning and Development Control Committee**

YORK ROAD IMPROVEMENT SCHEME - OBJECTION TO PROPOSALS

Report of the Director of Planning, Development and Transportation

1. Purpose of Report

- 1.1 To enable the Committee to give their views to the Director of Planning, Development and Transportation for him to take into account when considering the recommendations set out in Section 3 of this report.

2. Summary

- 2.1 The scheme includes improvements to York Road, Bonners Lane and Grange Lane and is part of the Connecting Leicester Programme. The scheme would provide an improved pedestrian and cycle route on York Road to connect with the existing cycle and pedestrian facilities on Welford Road and King Street.
- 2.2 It is proposed to reduce vehicle movements on the whole of York Road by introducing pedestrian zones. This will enable the majority of the street to be reconstructed with a level surface across the full width of the street. Access to the Newarke Street car park will be unaffected but all traffic leaving the car park will be directed towards Welford Road.
- 2.3 The junction of Grange Lane and Oxford Street will be re-opened to give access to Grange Lane. This enables the current left turn from Oxford Street into Bonners Lane to be closed to enable the provision of improved pedestrian facilities on this street. The existing two way cycle lane on Bonners Lane will remain. Grange Lane will become a one way street with a contraflow cycle lane.
(Refer to Appendix B for a General Arrangement Plan – Not to scale)

3. Recommendations

- 3.1 It is recommended that:
Members of the committee give their views for the Director of Planning, Development and Transportation to take into account when considering the objections to the scheme, prior to making a final decision.

4. Report

- 4.1 The York Road, Bonners Lane, Grange Lane scheme is part of the Connecting Leicester programme. The purpose of the proposed order is to reduce traffic flows in the area, provide segregated cycle lanes on Grange Lane to meet up with the Bonners Lane cycle lane and increase footway widths to allow for all users to be able to use the area.
- 4.2 The initial proposals went out for public consultation on 5th September 2018 inviting comments before 28th September 2018. The scheme was subsequently amended following comments on the proposals to:-
- permit unlimited access for vehicles on a Sunday on the west side of York Road (to allow the Jain Centre to drop off devotees for Sunday Worship) and
 - allow access for blue badge holders at all times on the west side of York Road.
- 4.3 The TRO proposals were published on 28th November 2018; the closing date for objections was Wednesday 19th December 2018.
- 4.4 Following the advertisement of the TRO five objections to the scheme were received. Whilst officers have corresponded with the objectors, with the aim of addressing the objectors' concerns, the objectors have not withdrawn their objections. Meetings were held on the 28th and 29th January 2019 and 5th February 2019. Notes from the meetings are attached as Appendix A.
- 4.5 In addition to the five objections, the Jain Centre submitted a petition to the Council to "Retain a safe parking/drop off space for users of the Jain Centre on York Road (LE1 5TT)". The petition was received 8th January 2019 and has over 1,700 signatures.
- 4.6 In summary, the main points of the objections made were:-
- Lack of on street blue badge parking in close proximity to the Jain Centre
 - The inability for a vehicle to wait on York Road whilst the elderly, infirm, or young persons are escorted into and from the Jain Centre
 - Lack of on street blue badge parking on Grange Lane
- 4.7 The objectors suggested the following amendments to address their concerns:-
- Allow unrestricted access to York Road after 6.00pm weekdays
 - Allow unrestricted access on Saturdays
 - Provide blue badge parking on York Road
 - Provide a physical barrier on York Road to reduce traffic movement along York Road towards Oxford Street and reverse the direction of traffic on Lower Brown Street.
- 4.8 The petition was considered at Full Council on 24th January 2019. A report was subsequently considered at Overview Select Committee (OSC) on 7th February 2019 concerning alternative parking provision for visitors to the Jain Centre, included as

Appendix C. At the time of writing this report the formal recommendation made by OSC was not available. Members of P & DC Committee will be advised of the OSC recommendation prior to the meeting on the 19th February 2019.

- 4.9 Taking into account the changes made to the initial proposals, as outlined in paragraph 4.2 and the alternative parking options available to the Jain Centre, officers consider that the advertised TRO provides an appropriate balance between the aims of the scheme and objections received.

5 Financial Implications

- 5.1 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.

6. Legal Implications

- 6.1 The Council has the power to implement the proposed Traffic Regulation Order on roads within the city. The procedure to be used by the Council in making such an order is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. Powers of the Director

- 7.1 Under the constitution of Leicester City Council, delegated powers have been given to the Director of Planning, Development and Transportation to approve Traffic Orders having considered any objections that have been received and taken due regard of comments made by the Planning and Development Control Committee. The legislation that confers authority on Leicester City Council to make these amendments is covered by the 1984 Road Traffic Regulation Act and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

8. Decision of the Director of Planning, Development and Transportation

- 8.1 Approval is **given / not given*** to the making of the Order as set out in Section 4 having given due regard to the comments made the Planning and Development Control Committee held on 19th February 2019 (* delete as appropriate)

Signed.....

Dated

**Andrew L Smith,
Director Planning, Development and Transportation**

Report Author

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Meetings held on 28th January 2019

LCC Officers Present :-

John Dowson (JD) – Independent Chair, Major Projects Team Leader

Steve Richards (SR) – Project Manager. Transport Strategy, Planning, Development and Transportation

Alison Balderson (AB) – Project Manager. Transport Strategy, Planning, Development and Transportation

Alice Newitt (AN) – Project Officer – Transport Strategy, Planning, Development and Transportation (Minutes)

Meeting One.

28th January 2019 @ 2.00pm

Objector A comments:

- The Objector explained that in recent years there have been many changes around the Oxford Street area which has resulted in the loss of parking for the Jain Centre, including the loss of both off-street and on-street parking. The objector said that York Road is now the only area where parking is possible after 6pm and is the only place where Blue Badge holders can park during the day.
- The objector explained there is space for 3/4 cars on York Road between the access to the units and the junction with Oxford Street. The objector said that it is used by 1-3 Blue Badge holders and by parents dropping off children.
- The objector is of the view that the ability to park on York Road gives people the ability to attend the Jain Temple.
- The objector said that many use the Newarke Street multi-storey car park and if they are parking for a shorter length of time they make use of pay and display bays or the Upper Brown Street surface level car park. However, he explained that self-drive blue badge holders view the distance from Newarke Street car park to the Temple to be a challenge.
- The objector said that on a weekend only a few Blue Badge holders park on York Road and it will be used as a drop off for those with limited mobility. The objector said that those without mobility issues typically use other parking facilities.
- The objector said that the distance from the Newarke Street multi-storey car park is considerable and that many Jain Temple attendees do not have anybody to drop them off. The objector said that being able to park on York Road would make life easier, and that having the ability to drop off on York Road near the junction with Oxford Street would be very helpful.
- The objector is of the view that a small adjustment to the TRO could maintain viability to Jain centre.
- The objector said that in terms of the overall TRO, there is 45m from the Oxford Street junction to the access to the commercial units off York Road. The first 25m is currently double yellow lines, with the next 20m single yellow lines. The objector said that this could fit three cars and suggested that permit parking be allowed Mon-Sat after 6pm and also all day on Sunday to allow parking for worship
- The objector said that even three blue badge spaces would be beneficial as not everybody attends at the same time and it will enable people to come and pray.

Objector A - Officer comments:

- JD asked how many vehicles typically park on York Road. AB said that it varies but 8 vehicles have been observed previously. The objector said that a maximum of 8 vehicles park on York Road at peak times, but at most times there are no vehicles parked on the road, and of the vehicles parked they will not necessarily all be connected with the Jain Temple.
- JD asked how many devotees attend the Jain Temple. The objector said that it varies. He explained that the Temple is open throughout the morning and evening for devotees to attend on their own and that there is a caretaker present for visitors. The objector said that 40-60 people typically attend on a Sunday morning and for a function, of which there are typically 50-60 a year, 150-200 people may attend.
- AB said that changes were made to the TRO prior to it being advertised to allow Blue Badge holders to drive along York Road
- The objector asked who requested the scheme. AB explained that it is part of the Connecting Leicester project, the aim of which is to encourage walking and cycling.
- The objector enquired as to how many more are likely to use York Road once the scheme is implemented. AB said that a counter is to be installed, and that small surveys of the current situation have been undertaken. AB shared the results with the objector. JD commented that the counts are low in terms of city centre streets and the objector said that devotees typically attend the Temple at off peak times when the road is very quiet. AB said that once the TRO is implemented, the number of vehicles travelling down the road will be very low as there will be no cars except blue badge holders or access or loading. She said that the aim is to try to reduce the number of cars going down there so that pedestrians and cyclists have more of the road space.
- The objector asked how the new regulations would be enforced. AB said that it would be enforced in the same way as any other street – by civil enforcement officers or police which are in the area. The objector said that the Jain community are primarily law abiding and that the restrictions would put lots of people off from using the Jain Centre as they wouldn't want to break the law.
- JD asked whether most devotees drive to the Temple. The objector said that it varied and that some use the bus and then walk to the centre. He said that devotees live all over the city and visitors may also come from outside the city.
- JD highlighted that if devotees are elderly then they will be eligible to use concessionary travel. The objector said that they may be an option but it would need to be discussed with the Temple, and that it may not be helpful as devotees would like the freedom to attend the Temple whenever they like.
- AB said that the TRO was relaxed prior to being advertised to permit vehicles to drive along York Road on a Sunday, meaning that anybody can drive down the road and drop off passengers on a Sunday. The objector asked whether it would be permitted on a Sunday to stop the vehicle, walk a child into the Temple and then return to the vehicle, but SR said that it would not as this would be classified as waiting, which is not permitted. The objector said that being able to drive down the road does not help, and that the provision of 20m of parking would help, potentially via a permit system. He said that on a Mon-Sat, very few people would want to park on the road to access the city centre so it would only be utilised by devotees.

Objector A – Further comments made at the meeting:

- The Objector stated that they were here as an individual and as a Jain Temple devotee, and that they were here to express a personal view.
- The objector explained that they had not found it straightforward to understand the TRO as it was quite technical.
- The objector explained that they are seeking to reduce the number of negatives associated with the TRO.

- The objector is of the view that the Jain Temple has been overlooked by the proposals. The objector explained that the Jain Temple is a large part of people's lives and that it believes in teaching principles such as non-violence and kindness.
- The objector explained the Jain Temple has made efforts to improve its ability to accommodate everyone such as installing a ramp to the main entrance and a lift inside.
- The objector said that there is one off-road parking space directly in front of the Jain Centre but it is difficult to access and potentially blocks the fire escape route.
- The objector explained that daily prayers are held at 11am and 6:15pm Mon-Sat, and at 11am and 5:45pm on Sundays.
- The objector said that they had read that the cost of the scheme is close to £2m. He is of the view that it is positive that this much is being spent on the city but also thinks that it will have a massive, negative impact on the Jain Centre which is one of Leicester's heritage sites.
- The Objector read aloud the following quote from the CM which was published by the Leicester Mercury: *"...we are talking about the loss of a handful of parking spaces on a street which is very close to the Newarke Street multi-storey car park where there are ample spaces. It may mean a little more inconvenience for a few but I would need a lot of persuading to think again because of the access to alternative parking nearby."* The objectors response is that those who will be most affected are those with blue badges, those with disabilities and those with limited mobility.
- To summarise, the objector said that they genuinely believes that reducing accessibility on York Road by removing the ability for blue badge holders to park and reducing ability for parents to drop off a child could be the catalyst for the closure of the Jain Centre.

Meeting Two.

28th January 2019 @ 3.00pm

Representatives from the Jain Centre

This meeting was attended by four objectors, for the purposes of this report they shall be objector B1, B2, B3, B4.

- The meeting opened with a round of introductions. B1 requested to take an audio recording of the meeting in order to share it with other members of the Jain Centre committee, and, as none of the attendees had any objections to this, he was permitted to do so.
- B3 asked what impact studies have been done. AB said that a small amount of traffic surveys have been carried out and share the results. AB also explained that it is proposed that a traffic counter is installed once the scheme is completed to assess how successful the scheme is. B3 noted that only a very small number of cars travel down York Road, and B4 said that as in the completed scheme cars leaving Newarke Street multi-storey car park will be directed onto Welford Road, cars leaving the car park should not be included in surveys of cars travelling down York Road towards Oxford Street as it is not comparable to data after the completion of the scheme. B4 stated that if traffic flow along York Road is already very low, then he does not believe that it is justified to reduce the access for Jain Centre devotees as the difference in the number of vehicles will be insignificant
- B3 said that blue badge holders who attend the Jain Centre need to be able to park on York Road near the junction with Oxford Street, and currently if they find York Road to be full and they are unable to park, they abort their visit and go back home. B3 said that there are also people without a blue badge but who are elderly etc. who need to be dropped off close to the temple, as well as children for the Sunday School.
- AB explained that prior to being advertising, the TRO was relaxed to allow all vehicles to travel down York Road on a Sunday, so it will be permitted for children to be dropped off. B3 questioned why this cannot be extended to Mon-Sat. B1 said that if children are being dropped off, then it is necessary for the car to be parked for five minutes while the child in walked into the Temple.

- B3 said that currently it is permitted to park on the single yellow lines on York Road after 6pm and that 12 cars can be fitted in, although not all of the cars will be connected with the Jain Centre. This enables people to stop and walk a child into the Temple. They are asking for this as a minimum as they do not want to deny elderly persons from attending because they fund the centre, and doing so would mean the centre eventually closing. B3 said that the centre is a bonus to the city of Leicester but it would be unable to continue without donations.
- B3 explained that Mon-Sat, 10-15 people visit the centre and they travel by a variety of means – some by bus, some use car parks and then walk, Blue Badge holders park close, but usually only stay for 30-45 minutes. B3 said that only during festivals will devotees leave their cars parked for three hours
- B4 said that if the scheme is introduced and people have children to drop off at the Temple, they will need to stop on Oxford Street which will cause accidents. AB enquired as to how often children attend the Temple. RM said that some attend in the evenings but most attend Sunday School. Additional, he said that 50 schools come to visit the Jain Centre, and they are dropped off on York Road and then the vehicle returns to pick them up once the visit has concluded.
- B4 said that in summary, the Jain Centre is not asking for anything extra, they just want what they have had for forty years that has allowed the temple to flourish. B4 said that the scheme would make them lose their temple and create accidents on Oxford Street. B4 said that the scheme is tantamount to the council saying that they're not bothered about Blue Badge Holders etc. and that they are taking a lot away and offering nothing in return.
- B4 explained that the Temple has events lasting multiple days and that the new TRO will mean that people are deprived of exercising their religious freedom. AB asked whether people attending the festivals are able to use other parking provision. B3 said that there are 9 day festivals in February and October, with around 100 people attending on each day, and then in August/September there is a 9 and 10 day festival with over 300 people attending. He said that DMU help to provide parking if it is available. He said that in all there are 50 days of festivals in all, some of which fall on a weekend and some which do not. On a weekday festival, 100 people are expected, on a weekend festival, 300 people are expected. B3 advised that the Jain Centre has been allocated 18 permits for use of devotees to park for free in Newarke Street Multi Story car park but said that those who need to park closer are blue badge holders and those that cannot walk that distance.
- B3 advised that typically 3-5 disabled persons visit the Temple each day, generally in the morning. If they come in the evening, then it is usually for the service and if it is a festival then they visit morning and evening.

Objector B - Officer comments:

- B3 asked where the funding for the scheme comes from. AB said that around half of the scheme will be funded by City Council monies via the Connecting Leicester fund and the rest will come from Central Government via the Transforming Cities Fund. The cost of the York Road, Bonners Lane and Grange Lane scheme is expected to be £2m.
- AB explained that the TRO has already been changed prior to being advertised to allow Blue Badge holders to drive down York Road, and they will be permitted to drop off passengers but in York Road but will not be permitted to park the car and leave it.
- B4 asked whether the wording of the TRO has changed. AB said that the TRO is as advertised. B4 referred to paragraph 8 of the TRO which states, in reference to the North side of York Road; *'Introduce no waiting and no loading at any time from its junction with Oxford Street to a point 45 metres east of its junction with Oxford Street'*. SR explained that no waiting means that the vehicle cannot be left, but it would be permitted to pull up and allow passengers in and out of the vehicle. He added that loading would only be permitted in the loading bay. To comply with the proposed restriction, loading activity needs to be continuous. Should an enforcement officer observe an unattended vehicle in a loading bay they will continue observation for a period of approximately five minutes. If no

further loading activity is seen then they may proceed to issue a penalty charge notice (PCN).

- B3 explained that where the single yellow lines are currently, there would be room for three disabled parking spaces. B2 said that these spaces had been mentioned in emails and enquired as to whether there is any reason why they have not been included. AB said that the spaces were looked at but because the scheme is geared towards pedestrians and cyclists they have not be included in the current design. B3 said that he would be interested in knowing how many cyclists will use the completed scheme as they already have provision on Newarke Street that he believes is hardly ever used. B2 asked whether it can be justified prohibiting access to disadvantaged groups. AB said that it could be argued that the scheme will mean that some groups, such as people who use wheel chairs and those with guide dogs, may find it easier to move along the road if there are no parked vehicles.
- B1 asked where pedestrians walking along York Road towards Welford Road go, as if they are going to the city centre then they can use Newarke Street. SR said that the pedestrian crossing to Newarke Street by the Magazine has demand exceeding supply and it is very busy, and that one of the aims of this scheme is to create an alternative route for pedestrians travelling from Mill Lane to give pedestrians a choice. B1 said that with the current arrangement both pedestrians and the Jain devotees are welcome, but the new proposals will make some devotees unable to attend the Temple and see no improvements for pedestrians. B3 said that pedestrians are likely to go up Upper Brown Street rather than carry on past the Newarke Street car park.
- B2 asked whether there would be an opportunity to make a further presentation. SR said that he believed that it would be at the discretion of the committee clerk as to whether they would be permitted to speak at planning committee and JD said that he believed that it may be possible. JD reiterated that the planning committee will not make the decision and that the final decision will be made by the Director of Planning, Development and Transportation (Andrew Smith) in conjunction with the City Mayor. JD said that the Jains would be advised if they will be permitted to speak at the meeting.
- B3 asked whether this will be going to scrutiny. JD said that with TROs, the duty is to publish the proposal and take written objections. He said that it is LCC policy to then hold meeting with objectors to allow them to state their point of view. Planning committee will then take on board objections and the final decision is delegated to the Director in conjunction with the City Mayor.
- It was requested that the minutes of this meeting be shared, and JD agreed that it was correct to do so as it needs to be ensured that they are accurate. SR confirmed that everything discussed today would be included in the report although objectors will be anonymised.
- JD gave a summary of the points made of the objectors in attendance at this meeting.
- B1 made an additional point that having all of the flow out of Newarke Street car park directed towards Welford Road would create a backlog unless the signals were changes. AB said that changes are to be made to the inside of the car park to include automatic number plate recognition system to negate the need for barriers and confirmed that there is to be a meeting with the signal designer at which AB will get an update.
- B4 enquired as to what the difference is between loading and unloading. SR stated that there are one and the same. B4 referred to a paragraph in the TRO that only stated 'loading' rather than 'loading/unloading'. SR that this made no difference legally but would be corrected in the final notice.
- B3 asked for clarification on what is meant by the phrase shared scheme. SR explained that shared space is an area like Jubilee Square where there is 24hr traffic and pedestrian movements in the same space/level with no demarcation. He explained that LCC considered this scheme to be classed as pedestrianised as access for vehicles is restricted and the desired route for vehicles is indicated with distinct footways, albeit on the same level as the carriageway. SR said that there have been conversations internally but officers are confident that the proposals fall within DfT's further guidance issued last year.

- B4 asked for clarification on the definition of the terms access/egress. SR said that the terms mean vehicular access to and exit from. SR said that the TRO does not restrict pedestrian movements and applies only to vehicles. For a movement to count as egress the vehicle needs to exit the highway.
- B2 asked who holds the permits referred to in the TRO. SR explained that there is one business who manufactures large pieces of equipment and required collections on the junction of York Road and Upper Brown Street. They have been given a permit to load on this corner, with the permit lasting for as long as the business operates in that fashion. B4 asked whether LCC would consider issuing permits to the Jain Centre. SR said that they would not at the present time but if they so wished the request could be considered. B2 explained that the centre has caterers would need to deliver food and frequently have contractors visit to carry out repair works on the building. SR said that there is a permit available to contractors which can be applied for via the Parking team who will consider each case on its merit. B2 said that often builders cannot park in the multi-story car parks due to the height restriction and in the space outside the front of the Jain Centre on Oxford Street large vehicles often overhang the footway. B4 asked whether the overhang space could be formalised to allow vehicles to park in it as recently a contractor has received two tickets. B4 said that if they could be issued with a permit, then they would be more than happy to ring the parking team to let them know whenever a contractor will be visiting and ask the contractor to display the permit.
- B1 asked what is meant by loading/unloading. JD explained that it refers to goods only, not passengers, meaning that the loading bay cannot be used to drop off/pick up passengers. (the definition can be found in LCC Consolidated TRO 2006 Section 1 point 2 ii c and states 'loading does not include picking up or setting down passengers') B1 asked for documentation stating this definition as he read on a gov.uk site that loading/unloading also refers to passengers.
- B4 asked whether vehicles such as refuse collectors would be able to drive down the road. SR said that these would be classed as service vehicles and as such would be permitted as long as they are servicing a property on the road.
- B3 enquired there is any possibility of legal/judicial recourse following the final decision. JD said that there is not as the process stays within the local authority except in very specific circumstances.

Objector B – Further comments made at the meeting:-

- B4 asked where most of the traffic that travels down York Road currently comes from. AB said that a lot of it is travelling from Newarke Street to Oxford Street. B4 suggested that rather than banning vehicles, alternative methods could be explored such as discouraging vehicles to the extent that only those who have no other option would use the road. AB said that rise and fall bollards had been looked at which would open to anybody who approached them, but B4 said that once people knew that they are unlocked, they would use the road. B4 suggested putting traffic lights at the York Road/Oxford Street junction which have a long period between green lights. AB said that that option was never looked into but that the rationale is to discourage people from going down York Road and that in that scenario it would still be a free road. B4 said that if, once the new TRO is in force, he were to travel down without a blue badge, it is unlikely that they would be stopped by police.
- B3 said that the proposed design for the other end of York Road near the junction with Welford Road is not accommodating for people with pushchairs, in wheelchairs etc. due to vehicles exiting from the multi-storey car park.
- B1 said that Leicester is the only city in the world that can say that it had the first Jain temple in the western world and he does not want Leicester to lose it. A letter was presented by B2 from the LCC Planning department in 2016 stating that the Jain Centre is a classified place of heritage and that it merits consideration in all future planning decisions. B3 added that the Temple is also part of Castle Park. B2 stated that his view was that contrary to the letter, no recognition of merit to the Jain Centre has been given in this TRO. B4 said that Bonners Lane has been made more suitable for pedestrians, encouraging them to walk up, and then

they are able to cross the road using the signals on Oxford Street and then travel Oxford Street and up Newarke Street. AB said that pedestrians inherently take short cuts, in this case York Road, but B1 said that he did not see why the short cut needs to be made available.

- B4 said that when this was previously discussed with the CM, the CM had informed the devotees that the traffic along York Road largely came from Millstone Lane and that the vehicles are cutting through to Oxford Street. B4 asked what other practical options have been looked and he suggested that one option could be reversing the direction of flow on York Road. He said that they need to be persuaded that all options have been looked at, and that the very best option has been chosen.

Meeting Three.

28th January 2019 @ 4.00pm

Objector C comments:

- The Objector explained that he is a grandparent who often needs to take children to Jain Centre. He is not a Blue Badge holder but is unable to walk for long distances.
- The objector said that there is no facility for people to drop off and pick up passengers, and then people will be unable to go to the Jain Centre. The objector explained that he cannot drop off a child and leave them to walk into the Temple on their own and that he will not be able to take the child if he cannot park the car on York Road and walk them in as he does currently
- The objector said that they were also of the view that the proposal of having all car park traffic exiting Newarke Street directed towards Welford Road would cause congestion and backlogs, particularly at peak times where in the region of 200 cars would be trying to leave the car park at once. He explained that the signal at that junction is red for the majority of the time and that it will cause frustration. AB said that backlogs occur currently at peak times with the existing layout and that the frequency of the signals is to be looked at.

Objector C - Officer comments:

- AB enquired whether the child could walk from the car park. The objector said that this would be very difficult and that these changes would affect people's ability to exercise their religious freedom. He said that there is no public transport available and that removing the ability to park on York Road would cause a problem for disabled people and other groups and that they would be unable to access the centre.

Objector C – Further comments made at the meeting:-

- The Objector said that the Jain Centre is a very important place from a religious point of view and that it is a place where devotees can express religion and spirituality.
- The objector said that there needs to be compassion for the elderly and that for many devotees, who follow principals of non-violence and abstinence from alcohol, the Temple is a second home. He explained that the centre is dependent on voluntary donations from visitors and that if it receives fewer visitors then there will be less funding. The objector said that it is their view that if this scheme is implemented, the writing will be on the wall for the Jain Centre and that it will close in a few years down the line.

Meeting held on 29th January 2019.

LCC Officers Present:-

Steve Warwick (SW) – Independent Chair, Transport Development Officer.

Steve Richards (PM) – Project Manager. Transport Strategy, Planning, Development and Transportation

Alison Balderson (AB) – Project Manager. Transport Strategy, Planning, Development and Transportation

Alice Newitt (AN) – Project Officer – Transport Strategy, Planning, Development and Transportation (Minutes)

Meeting Four

29th January 2019 @ 2.00pm

Objector D comments:-

This meeting was attended by two objectors, for the purposed of this report they shall be objector D1 and D2.

- D1 has no objection in terms of the one-way system on York road but they do object to the loss of double yellow lines on York Road as these are used by Blue Badge holders, particularly for dropping off passengers. The objector explained that by removing double yellow lines, the opportunity for blue badge holders to park for short time periods is also being removed. D1 said that as a minimum blue badge holders must have the ability to be dropped off and escorted into their destination. D2 said that those with visually impairments usually require escorting if they are somewhere that they are not familiar with. D1 said even though some may be able to manage being dropped off and walking into a building, they may not be able to wait on the footway to be collected by a vehicle which according to the new TRO will be unable to wait. D2 added that the visually impaired would be unlikely to be able to see a taxi.
- D1 said that many premises on York Road have car parks, but is aware that two at the Oxford Road end – the Jain Centre and the Bowling Green pub – do not and therefore require on-street facilities. D1 said that any on-street parking spaces need to be on the nearside to accommodate loading/unloading of wheelchairs. D2 added that guide dogs are often trained to sit on the passenger side of the vehicle and D1 said that most disabled passengers will sit on the near side. However, D1 said that if there is a level surface as in the proposals then it will not make much difference on which side of the road the parking provision is located.
- D1 noted the proposed TRO includes some parking spaces on Grange Lane, but also noted that these are offside and beside the cycle lane. The two points regarding this were that people will be required to cross the cycle lane and that depending on the kerbing, those in wheelchairs may have problems getting onto the footway. D1 therefore stated that these spaces need to be on the other side of the road. D1 explained that a kerb is desirable as the gradient of wheelchair ramps is reduced if they come down onto kerbs.
- D1 said that there is need for somewhere for Blue Badge holders to be able to park on Grange Lane as there are various buildings on Grange Lane that have not got car parks, and is of the view that the road is too long to be served purely by the proposed nearside spaces at the end of Grange Lane near the proposed new opening onto Oxford Street.
- Regarding York Road, D1 said that if people are able to park in the Newarke Street car park and walk to the other end of York Road, then they will not be judged to be in a need of a Blue Badge.

Objector D – Officer comments:-

- AB said that some of the objections raised by the objector in the email were objections to the design rather than the TRO and explained that only objection to the TRO could be discussed in this meeting. D1 had not objected to a TRO previously and had tried to ensure that the objections were to the TRO but was uncertain of the boundaries.
- D1 began by objecting to the raised table on York Road. SW stated that the raised tables are not part of the TRO, and SR explained that although the raised tables were advertised, they were advertised on a separate notice to the TRO. The objector said that online they were shown together, but SW confirmed that they are not part of the TRO and therefore could not be discussed in the meeting.
- AB explained the next stages of the process and explained that the points made today would be incorporated into a report which would be presented at Planning Committee on 19th February, following which those with delegated powers will take a decision. D1 enquired as to whether objectors will be permitted to be involved in the Planning Committee meeting. AB said that she did not know but would be looking into it and will come back with a response.

Objector D – Further comments made at the meeting:-

- D1 is of the view that it had not been emphasized enough that many existing roads have problems and are not used by those with disabilities, and that new designs, rather than making things better, are making things worse and decreasing the number of navigable streets in the city centre. D1 said that arguments that new proposals are acceptable because they are similar to designs already implemented elsewhere are incorrect because lots of existing streets have problems
- D1 does not have a problem in principle with the opening of the end of Grange Lane onto Oxford Street but is of the view that a controlled crossing is needed to cross Grange Lane at that junction. The rationale is that the constant traffic noise means that a vehicle turning in could not be heard by visually impaired persons and that traffic will be turning in from signals on Oxford Street or Carlton Street and will not be able or willing to stop for pedestrians crossing Grange Lane near the junction. D1 said that with level surfaces there is an increased risk of people inadvertently crossing the road and with people with cognitive problems or children thinking that they have priority. D1 said that if there is to be no controlled crossing, then D1 would have an objection to the opening up of Grange Lane.

Meeting held on 5th February 2019.

LCC Officers Present:-

John Dowson (JD) – Independent Chair, Major Projects Team Leader.

Steve Richards (SR) – Project Manager. Transport Strategy, Planning, Development and Transportation

Alison Balderson (AB) – Project Manager. Transport Strategy, Planning, Development and Transportation (Minutes)

Meeting Five.

5th February 2019 @ 4.00pm

Objector E comments:-

- The objector stated that 24/7 access to the west side of York Road would be desirable and felt that the TRO proposal was unenforceable as there would be anti-social drivers that would continue to use York Road.
- The objector asked if 24/7 was not an option, could the TRO be amended to allow access after 6.00pm
- The objector queried the meaning of shared space. SR explained what shared space was and forwarded a copy of the advice from the Department for Transport to the objector.
- The objector asked if dedicated blue badge parking could be considered on the west side of York Road.
- The objector asked if the members of the Jain Centre could drop off and pick up passengers on Oxford Street outside of the Temple. SR confirmed that this would be allowed at all times
- The objector asked if the Jain Centre devotees would be allowed to pick up and drop off passengers in the loading bay on York Road. SR confirmed that this would be allowed but there is no provision to leave the car whilst people are being accompanied to the Jain Centre. AB stated that passengers could be dropped off anywhere on York Road providing that either the driver or the passenger had a blue badge.
- The objector asked if Grange Lane would be used as a cut through for traffic once the junction is opened
- The objector also expressed concern over the lack of parking availability in the area for blue badge holders as a result of the proposed scheme

Objector E - Officer comments:-

- SR confirmed that if York Road was to become 24/7 access it would be classed as shared space ie., the same layout as Jubilee Square. As the proposals to York Road are to be a 'pedestrian zone' this allows the road to be a level surface.
- The objector asked if a traffic warden would issue a ticket if the car was left unattended for a few minutes. SR stated that guidance will be sought from the parking enforcement team.
- SR stated that in other areas bollards had been used as a physical barrier. The objector stated that bollards would have to drop so they may not be the best solution.

- SR and JD considered that there may be a small risk of traffic using Grange Lane as a cut through but there would be little benefit as traffic generally runs well on the parallel section of Oxford Street.
- JD stated that there is a cashpoint on Mill Lane which may encourage some traffic
- SR accepted that parking availability for blue badge holders would be reduced as a result of the proposed TRO. However, it may be possible to convert an existing Pay and Display parking bay on Gosling Street to a disabled parking bay should their prove to be a demand for disabled parking in the future.

Objector E – Further comments made at the meeting:-

- The objector asked if it would be possible to put a physical barrier at the junction of Upper Brown Street and the west side of York Road to prevent access to the west of York Road from Upper Brown Street. The objector suggested that traffic that needed to get to the west of York Road could instead travel up Lower Brown Street. The objector stated that he would like this option to be considered for feasibility. The objector stated that the inclusion of a barrier would potentially allow 24/7 access to the western side of York Road
- The objector asked if it had been considered to reverse the flow of traffic along York Road, accessing from Oxford Street. SR explained that the right turn in to York Road from Oxford Street would be very acute and a point for concern for accidents. This proposal would also prevent the pavement from being widened on the corner of Oxford Street and York Road. The objector accepted that this proposal would not be feasible.
- The objector expressed concerns that the scheme had removed several parking spaces for blue badge holders
- The objector asked if he would be able to talk at the PDCC meeting. AB informed him that it should be possible but there was a process to follow to enable this.
- The objector asked if blue badge parking had been considered on Bonners Lane. AB advised that this had been considered. AB discussed three designs that had been considered and the reasons that they would not be feasible. The objector accepted why the designs would not be feasible.



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

8. Is this a “key decision”?

No