Controlled Pavement Parking
Pilot Scheme

For consideration by: Economic Development Transport and Tourism Scrutiny Commission

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Lead director: Andrew L Smith
Useful information

- Ward(s) affected: Rushey Mead, Aylestone
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1. Purpose of report

To update the scrutiny commission on the progress of the controlled pavement parking pilot scheme.

2. Report

2.1 Summary

Progress has been made in each of the three areas identified for controlled pavement parking pilot schemes.

Detailed consultation has taken place in the Braemar Drive area with agreement on actions by residents. Formal TRO consultation is soon to take place on the final scheme before implementation.

Outline consultation with residents has taken place in the Harrison Road area with a positive response. Detailed proposals are to be drawn up for controlled pavement parking and potential residents permit zone schemes for discussion prior to further consultation with residents.

Comprehensive traffic surveys are currently taking place in the Aylestone area. Surveys so far show that controlled pavement parking and other parking controls are required, especially during events at the cricket and football grounds.

2.2 Background

In February 2015, following an EDTT Task Group review, the City Mayor gave the go-ahead to set-up pilot schemes to trial measures to control pavement parking in the city. Subsequently, in March 2015, the EDTT Scrutiny Commission resolved that the following areas should be taken forward for controlled pavement parking (CPP) pilots as follows:

- Rushey Mead Ward Area One:
  Consult and implement a CPP scheme in the Braemar Drive area.
- Rushey Mead Ward Area Two—(Previously part of Belgrave Ward):
  Consult and implement a CPP scheme on the residential streets within the area bounded by Harrison Rd, Cannon St, Melton Road and Marfitt St;
- Aylestone Ward:
  Consultations to be undertaken on the implications of traffic management schemes, including CPP, in Aylestone Ward in the vicinity of Knighton Lane and Sanvey Lane.
2.3 Pilot Area - Rushey Mead Ward Area One – Braemar Drive

There is strong ward councillor and police support for taking forward a controlled pavement parking scheme pilot in the Braemar Drive area. In the past the police have carried out a number of exercises to tackle the issue of pavement obstruction and to enhance driver education with some success.

Councillors agreed that the original extent of the area for a potential scheme in the Braemar Drive area be carried forward without change. A simple consultation exercise was carried out solely with the residents in this area that took the form of a leaflet delivered to each property in January. The leaflet detailed the issue of pavement parking and asked for resident’s views on the issues and on the introduction of a CPP pilot in this area. There was a 38% response to the leaflet – considered to be a very good response to this form of traffic issue consultation. Overall 65% of respondents were in favour of some form of control of pavement parking, although very few wanted to see physical barriers used.

Ward councillors also felt that it would be helpful to residents to see a possible scheme in more detail. A draft scheme was exhibited at a well-attended drop-in session on the 29th June at which Cllr Willmott, local police and council officers explained the intentions of the scheme. Residents readily accepted the scheme as exhibited.

The main feature of this CPP zone would be to control parking on the pavement by the use of parking bays laid out partly on the pavement and partly on the carriageway. This would include a one way restriction on Hardy’s Avenue to allow sufficient width for a running lane, parking and clear pedestrian space.

During the exhibition there was some call by residents for greater flexibility in approving private off-road arrangements for parking via new dropped kerbs. Removing vehicles from the street can only help, so to that end low cost arrangements have been made for residents requesting dropped kerbs in the CPP area with invitations delivered to the area in October. Twelve residents have requested dropped kerbs under these arrangements.

The next stage will be to seek an executive decision to formally advertise the necessary TROs, while simultaneously installing the requested dropped kerbs where these are considered appropriate and practical to do so. The scheme should be operational in 3 months after the TRO implementation process completed assuming that there are no objections when the TRO is advertised.

2.4 Pilot Area - Rushey Mead Ward Area Two – Harrison Road

In 2015 the ward boundaries changed with the result that the Harrison Rd area, originally in Belgrave Ward, was transferred to Rushey Mead Ward. Rushey Mead councillors have agreed to go ahead with the area transferred to Rushey Mead. They have also selected an additional area to the north of Marfitt Street for possible inclusion.

Rushey Mead councillors have decided that the Harrison Road area should follow a similar consultation process to that of Braemar Drive. A leaflet describing the issues and possible control measures was distributed to this area in May.
There was an 18% response to the leaflet – considered to be a normal response rate to this form of traffic issue consultation. Overall 90% of respondents were in favour of some form of control of pavement parking. Again, only a minority supported the use of physical barriers. Responses also called for a residents parking zone scheme in the area.

Again, the aim would be control parking on the pavement mainly by the use of parking bays laid out partly on the pavement and partly on the carriageway. Some additional traffic engineering in the form of one way streets, plus physical barriers at areas near to the Melton Road shopping area, are also likely to be necessary. It is hoped that solutions to other reported traffic engineering issues in the area will be included in the final proposals, such as parking and school run congestion and the call for a residents parking zone.

Councillors and council officers will now consider the response in detail and what form and extent (if any) of controlled pavement parking scheme may be suitable. It is likely that ward councillors will require a drop-in exhibition as Braemar Drive, to allow residents an opportunity to discuss the proposed scheme in more detail. Initial work on identifying solutions in the Harrison Rd area is about to start. This will include an agreement on the roads within the area to be included in the project. At this stage the process to enable a scheme TRO to be advertised and implemented should take around 6 months.

2.5 Pilot Area - Aylestone Ward

The two areas in Aylestone Ward suggested for further CPP consultation are distinctly different:

2.5.1 Sanvey Lane Area:

The area around Sanvey Lane is of a mainly village nature with narrow streets and many of the pavements are too narrow to accommodate pavement parking. However, if pavement parking were to be banned, parking itself could become a great problem for residents. There have also been complaints about rat-running via Marsden and Sanvey Lanes.

Parking and traffic surveys have now been carried out in the area. Traffic surveys have clearly shown that rat-running does take place, with up to 50% of peak period movements being through traffic. However, the overall number of vehicles is still low with a maximum of one through vehicle per minute during the busiest hour.

Parking surveys show that there is significant pavement parking nuisance taking place on Sanvey Lane itself. However, other roads in the area such as Marsden Lane appear to suffer little from nuisance pavement parking.

2.5.2 Knighton Lane Area:

The area around Knighton Lane is particularly complex. Here there are a number of interacting issues contributing to parking and other traffic problems:
• Event parking. The area is close to the cricket ground and also close enough to the football and rugby grounds to cause issues for parking on match days. There have been suggestions around extending match day restrictions as a result.
• The Controlled Parking Zone on the streets around the cricket ground, in place since 1975, would benefit from a comprehensive review in light of the club’s emerging business plans.
• Partly due to the above, some residents have raised a petition calling for a residents parking scheme. However, a formal vote by residents on a similar residents parking scheme in 2009 indicated a strong adverse reaction to that idea.
• There have been calls from residents for HGV prohibitions. However, there are small industrial units in the area resulting in necessary HGV activity.
• Residents have raised concerns on what they call ‘dangerous parking’ and have reported ‘rat running’ through the area between Aylestone Road and Saffron Lane.
• The suitability of bus routes have been questioned by residents. On street parking can cause obstruction to the passage of large vehicles like buses so needs to be restricted.
• Some of the above issues will also impinge in the neighbouring Saffron Ward.

It would be sensible to try to respond to most if not all of the above issues within any proposed scheme. This will require a lengthy process of consultation and scheme design.

To be able to quantify some of these issues comprehensive traffic surveys in the area have been started.

Parking surveys show a clear increase in parking in these areas during matches. Separate cricket or football matches produce a rise of approximately 600 vehicles parked in the area. When cricket and football matches occur together the rise in parking can be 1000 vehicles. There is a significant increase in pavement parking during events.

Through traffic surveys are currently being put together to establish the extent of HGV and other rat-running.

In collaboration with ward members, it is intended to undertake a comprehensive review of the traffic and parking issues in the two Aylestone Ward pilot areas to better inform the development of an action plan to address as many of the pavement and other parking and traffic issues as practical. Due to the size of these potential schemes, the two identified areas in Aylestone may have to be undertaken separately. The time scale for completion depends on the outcome of the initial consultations. These could include a significant piece of work - the implementation of a residents parking scheme to resolve increasing match-day parking problems. The process for this could take over six months after initial consultations to determine the extent and the type of residents’ parking scheme are completed.

2.6 Other works and related matters

• We have also taken forward a programme of minor interventions such as bollards, railings and TRO changes to address localised parking issues, including pavement parking. There are initial proposals to introduce pavement parking in Percy Road in the Knighton Lane Area, in response to complaints about speeding, as a traffic
A calming measure. We are also currently looking at similar measures to try and minimise inconsiderate pavement parking along Green Lane Road, particularly on the corners of side roads where the dropped crossings are being blocked. This has already involved targeted enforcement and joint operations with police colleagues.

- A second Private Members bill to address the nuisance of pavement parking, entitled Pavement Parking (Protection of Vulnerable Pedestrians) Bill 2015-16, received its second reading on 4th December 2015, but was withdrawn at the end of the debate after the Government agreed to look at the issue.

3. Financial implications

A pilot scheme such as Braemar Drive is likely to cost up to £50k, including project staff time costs, consultation material and postage, TRO Legal and advert costs, signing and lining.

The Harrison Rd area is considerably larger and also requiring additional physical features. This might result in costs between £50k to £100k. The Aylestone Ward issues are complex and the resultant measures cannot yet be costed, however it is anticipated that the total costs will be at least £100k.

Funding can come from the Local Environmental works budget included in the 2017/18 and 2018/19 capital programme with a policy provision allocation of £300k and £400k respectively.

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4. Recommendation

Members are asked to note and comment on progress to date.