



Leicester
City Council

WARDS AFFECTED:

**Aylestone
Saffron**

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

29th January 2020

THE LEICESTER (CONSOLIDATION) TRAFFIC REGULATION ORDER 2006
(AMENDMENT) **Aylestone Phase 1 and Islington Street TRO, LEICESTER**

Report for the Director, Planning, Development and Transportation

1. Purpose of Report

- 1.1** To enable the Committee to give their views (if any) for the Director of Planning, Development and Transportation to take into account when considering the recommendations herein and for the Director to approve, or otherwise, the proposals.

2. Summary

The purpose of this scheme is to address dangerous and inconsiderate parking at the junctions of roads in parts of Aylestone ward and part of Saffron ward. We have also included several other minor requests for changes into the Traffic Regulation Order.

Leicestershire County Cricket Ground is located in the Aylestone Ward between Grace Road and Milligan Road. Many of the junctions of the roads which are near to the cricket ground have been areas where motorists have been parking in a dangerous and inconsiderate manner. This can cause problems for pedestrians crossing the road, for emergency services emergency access and egress, and also for visibility of other motorists turning in and out of junctions.

The Highway Code stipulates that a car shouldn't be parked within 10 meters of a junction, the council by placing parking restrictions on junctions can use its civil enforcement officers to issue penalty charge notices to any vehicles parked on these.

Traffic Regulation Order (TRO) proposals for parts of Aylestone Ward and Saffron Ward were advertised in the Leicester Mercury on 9^h October 2019.

The city council received 5 formal objections to the proposals, 1 of which was from a resident on Old Church Street which was later withdrawn when officers were able to contact the objector to clarify the proposals. The other 4 objections were all from residents in Harold Street and have not withdrawn their objections. They were objecting to the introduction of no waiting at any time (double yellow line) restrictions on corners and the loss of on street parking as a result of this.

3. Recommendations

3.1 It is recommended that:

- a. the members of the committee give their views for the Director of Planning, Development and Transportation to take into account when considering whether or not to make the proposed traffic regulation order.

4. Background

Roads in the vicinity of the cricket ground can at times attract a high volume of vehicles due to local industries, residents, and the cricket club. The area can also be used by visitors to Leicester City Football Club and Leicester Tigers.

There is a specific problem of cars parking dangerously and inconsiderately on junctions especially in the vicinity of the cricket ground.

Pedestrians (including the elderly, the infirm, the disabled, wheel chair users, parents with children in pushchairs, children walking to school, and those with sight impairment) find that cars parked on junctions creates a real danger when crossing the road. Motorists making turns into junctions where cars block the view also face dangerous driving conditions especially at night when visibility is reduced. Emergency access to the cricket ground and also residential properties can be impeded by cars parked on corners.

Junctions which have problems have been identified and are shown on the plan in Appendix A. Many other junctions in the area which do not have a problem are being left without restrictions for the time being.

The council is not proposing the recommended 10 meters of “no waiting at any time” restrictions (double yellow lines) as described in the highway code, on most junctions but will use between 2 to 5 meters to help keep reasonable parking provision on street.

The council recognizes that there is fine balancing act of maintaining road safety for pedestrians and providing parking for residents and this scheme attempts to balance pedestrian safety and resident’s parking spaces.

The council is also exploring other potential parking and traffic management schemes in Aylestone. This includes discussions with the cricket club to produce a travel plan alongside possible pavement and residents parking schemes. Residents’ parking is reliant on there being a large support in the area for such a scheme which would be measured by a consultation with each property.

TRO proposals for this scheme were advertised on 9th October 2019. (See proposals Appendix A and Appendix B OBJECTORS REPORT PLANS)

A total of 4 objections to the TRO proposals were received before the closing date for objections which ended on 30th October 2019.

5. Report

5.1 Objections

One of the objectors from Old Church Road withdrew their objection.

The outstanding objections, numbered 1 to 4, all from residents of Harold Street, are described below and shown in Appendix C. All 4 objections used the same template letter see attached.

Objectors 1,2,3, and 4 objected to the proposals to place no waiting at any time (double yellow lines) on the junctions of:

Belmont Street
Berkshire Road
Clifton Road
Curzon road
Denmark Road
Duncan Road
Florence Street
Grace Road
Hampshire Road
Handley Street
Harold Street
Kempson Road
Knighton Lane
Landsdowne Road
Leeson Street
Lorraine Road
Lorrimer Road
Manners Road
Milligan Road
Old Church Street
Park Avenue
Percy Road
Richmond Road
Robin Close
Vaughan Road
Vernon Road
Worcester Road

They also objected to the introduction of double yellow lines on the junctions of Hallaton Street and Islington Street, there are proposals for these roads but not for double yellow lines on junctions.

The objectors made several additional points as part of their objection:

- The proposed double yellow lines on junctions would reduce the amount of parking in the area.
- The objectors did not object to double yellow lines on the junctions in principle but they objected to the order on which the work was being done, ie that double yellow lines should be put in after a residents' parking scheme was installed or another scheme was introduced to tackle the parking problem.

City Council officers replied to these points as follows:

Most of the junctions in the area would not have the recommended 10 metres of "no waiting at any time" restrictions (double yellow lines), but have less in the region of 2 to 5 metres. Also not all of the junctions in the area will have double yellow lines installed but mainly those near the cricket ground where dangerous parking is at its worst.

It was also mentioned to the objectors that this is the first part of a scheme and we will be exploring measures to review the parking issues in Aylestone including looking at whether residents' parking and pavement parking would be feasible and welcomed by residents.

5.2 Conclusion

Many of the junctions in the Aylestone area experience dangerous parking and as a consequence it was proposed to introduce no waiting at any time restrictions on those junctions which have the most problems. This was done with a road safety and pedestrian safety viewpoint and to enable access/egress for emergency service vehicles in the event of an emergency.

This scheme also included several bespoke requests from Waste Management/Biffa, residents from Old Church Street and Tesco.

- 5.3** 5 objections were received from residents, 1 of which was withdrawn leaving 4 objections all from residents of Harold Street, Appendix C,D,E and F.
- 5.4** The TRO plans for Aylestone Phase 1 and Islington Street are attached in appendix A and appendix B respectively
- 5.5** As the Highway Code states that it is an offence to park within 10 meters of a junction Officers recommend that the objections be overruled.

6. Financial Implications

The estimated cost of the Traffic Regulation Order is £10,000 and will be made up from £8,500 which will come out of the Local Environmental Works Budget of 2019-20 and £1500 from Tesco Ltd.

The Financial Implications are written and confirmed by

Paresh Radia, Finance Manager – Finance

7. Legal Implications

The Council has powers to introduce traffic regulation orders under the Road Traffic Regulation Act 1984 and in accordance with regulations. Officers have completed the statutory consultation requirements as required. Officers will need to have given due regard to the requirements of s.122 of the Act in respect of ensuring the safe and expeditious movement of traffic in making the proposals outlined in this report.

The Council has also complied with the statutory requirements for consultation as required in accordance with the Act and Regulations.

The Legal Implication are written and confirmed by Bina Tailor, Legal Officer, Legal Services.

8. Powers of the Director

Under the constitution of Leicester City Council, delegated powers have been given to the Chief Operating Officer to approve the advertisement of Traffic Regulation Orders as covered by the 'Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996'.The Chief Operating Officer has arranged for this power to be exercised by the Director; Planning, Transportation and Economic Development

9. Decision Making

The power to make a Traffic Regulation Order is delegated to the Director Planning, Development and Transportation having regard to comments made by the Planning Development and Control Committee.

10. Decision of the Director Planning, Transportation and Economic Development.

I approve the recommendations set out in Section 3

Signed **Date.....**

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

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APPENDIX A

Aylestone Phase 1
TRO OBJECTORS
REPORT PLAN

APPENDIX B

Islington Street
TRO OBJECTORS
REPORT PLAN

APPENDIXES C, D, E and F

Copy of the 4 written objections
Scanned to obscure identity of objectors