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Evington and Spencefield Lane

With regards to the plans for Evington, I am concerned about the absence of proposals for increased parking restrictions to address concerns raised by residents of Spencefield Lane, who have complained of parents parking across and on driveways, damaging grass verges, and behaving 'aggressively' while collecting and dropping off their children. Spencefield Lane residents have proposed several solutions to this issue. These include the implementation of parking control measures to direct parking away from areas close to the school, and 'a park and walk' scheme. Given that these issues have already been raised with Leicester City Council, I am surprised and concerned that they appear not to have been included in the Safer Streets: Healthier Neighbourhoods scheme. I believe that any proposal for safer neighbourhoods should prioritise this significant issue, which resulted in an accident involving a child last year. I fear that without these extra measures, the present proposal may lead to additional problems for residents of Spencefield Lane, as traffic is directed onto their road. I know the schools themselves would be supportive of measures to encourage more walking and cycling and including a designated 'park and walk' scheme. I have also spoken to the school about the potential to create a School Street, in other words closing the road for a short while at the start and close of each school day. I appreciate the nature of Spencefield Lane may make this seem difficult, but a solution must be established.

According to current plans, people travelling southwards to school by car along Goodwood Road will no longer be able to cut through Davenport Road, which will potentially create more congestion on Goodwood and Whitehall Roads due to the increase in diverted traffic. In these circumstances, I am concerned that the Low Traffic Neighbourhood proposal could lead to more engine idling along these roads and thus lead to increased emissions of poisonous car exhaust gasses, including carbon dioxide and unacceptable levels of nitrogen oxide, which could damage the health of people living and working along Goodwood and Whitehall Roads. Increased congestion on these roads may also slow down travel by bus – such as the 22A, which runs down Goodwood Road – disincentivising the use of this form of comparatively clean public transport.

I am also concerned as to how the traffic restrictions may affect local businesses along or just off Davenport Road, where there are cafés who will no doubt wrongly believe that that they need the passing trade of drivers travelling from Goodwood Road to Spencefield Lane and vice versa. What awareness and support will be provided to local businesses to appreciate the benefits of the scheme?

Rushey Mead

Regarding the proposals for Rushey Mead, there are potentially similar issues to those presented by the Evington schemes, which could be exacerbated by closing off (to vehicles) the through roads between Melton Road and Troon Way, and Troon way and Gipsy Lane/Barkby Road. It is possible that there will be congestion and bottlenecks in the narrow roads surrounding Gleneagles Avenue and Hardy's Avenue as drivers stop to drop off children and then are seemingly left with no choice but to drive back through residential streets. In contrast to the measures planned for Evington, I am concerned that this design could increase traffic in residential streets surrounding Herrick Primary School in particular, to the detriment of residents' health and wellbeing.

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