



DIRECTORATE OF CITY STRATEGY

REQUEST FOR DECISION

Decision making
level

Officer in Consultation

Date 20th June 2013

Minor Loading Amendments in the City Centre

Decision Requested

To approve the advertising of:

Loading restrictions in St. Helen's Sq (plan in Annex A)

Loading bay in Whip-Ma-Whop-Ma-Gate (plan in Annex B)

Reason

To preventing the frontage of the Mansion House from being obstructed during civic events.

To prevent St. Helen's Square being parked in during the footstreet hours.

To make the informal loading bay in Whip-Ma-Whop-Ma-Gate enforceable.

Background Information

The Mansion House

There are reported instances of large delivery vehicles parking close to the Mansion House entrance which have disrupted the daily comings and goings. More seriously however is that there have been cases of the delivery vehicles being left in place for quite some time before and during civic events at the Mansion House and this poorly represents the city to visiting dignitaries. Normally a loading ban would be unlikely to be considered merely to prevent the occasional obstruction at or near a property; however in this instance it seems appropriate to try this route to resolve the issue for the benefit of better presenting the city. Also for these reasons the proposal is for the loading ban to be a 24 hour restriction across the Mansion House frontage.

This arrangement does not interfere with the current footstreets experimental order regardless of the outcome of that experiment.

Street scene impact – 2 additional small signs will be required and also yellow kerb flashes to indicate the presence of a loading restriction. Council officers at the Mansion House have confirmed that the two small black and white signs required can be fixed to the railings and this will be done as discretely as possible.

St. Helen's Square

There have been reports of an apparent increase in the number of cars parking in St. Helen's Square following the introduction of the bollards at the end of Davygate during the footstreet hours. The only vehicles allowed in the Blake Street / Lendal loop during the footstreet hours are blue badge holders, hence parking on the yellow lines can not be enforced for 3 hours. Although the alleged increase is purely anecdotal there is clearly potential for this to become a growing problem. A loading ban during the footstreet hours would not adversely affect local businesses as delivery vehicles are banned from the area during the footstreet hours. In addition because the square is currently rarely used by blue badge holders there will effectively at this time be no loss in parking for the blue badge holders, although it is acknowledged there would be a slight reduction in potential (as yet rarely used) parking opportunity in the area.

This element of the proposals does tie in with and is dependant on the extent of the footstreet hours currently being trialled. Three options are put forward for consideration:

1/ Advertise a loading ban now for 10.30am to 5pm, 7 days a week and amend if appropriate at a later date depending on the outcome of the experimental order to the prevailing hours of the footstreets operation. Even allowing for the intention to amend the order if necessary this option has the potential to be seen as prejudging the outcome of the experiment and is therefore not the recommended course of action.

2/ Approve the advertising of a loading ban to match the footstreet hours following the completion of the experiment. Although there is potential for the parking to become more of a problem over the coming months whilst the experiment is being conducted this is the recommended option.

3/ Take no action and reconsider the matter at a later date if necessary. This is not the recommended option because if the problem becomes entrenched the removal of blue badge holders will pose greater challenges.

Street scene impact – If options 1 or 2 are taken forward additional small signs will be required along with yellow kerb flashes to indicate the presence of a loading restriction. The small black and white signs required will be positioned as discretely as possible on existing street furniture.

Whip-Ma-Whop-Ma-Gate

Comments have been received from a delivery company in response to the new footstreet hours that there are occasions when the area marked out as "loading only" in Whip-Ma-Whop-Ma-Gate is parked in by car drivers. This

area is available for loading use throughout the day by vehicles accessing it from St. Saviourgate. Clearly the intention has always been for this area to be for use exclusively by deliveries, though it has never been formalised in a Traffic Regulation Order and therefore no enforcement action against other drivers can be taken. In order to assist deliveries throughout the day formalising the loading only arrangement from 7am to 7pm is proposed.

This arrangement does not interfere with the current footstreets experimental order regardless of the outcome of that experiment.

Street scene impact – An additional 2 signs will be required and these will be positioned as discretely as possible on existing street furniture.

Consultation Process

There is a legal requirement to advertise the proposals for a period of 21 days to allow interested parties to make comment or object to the proposals. In addition to the formal advertising it is current practise to letter drop the affected frontages to ensure those most likely to be affected are aware of the possible changes.

Statutory Powers

Road Traffic Regulation Act, The Highways Act.

Ward Members and Political Party Views

The Ward Members and Political Party views are in Annex C.

Financial Implications

The approximate cost to complete this project will be in the region of £400 for advertising (providing it is batched together with other similar items, otherwise approximately £1000) and £400 for the signs and lines and this can be funded from established TRO, signing and lining budgets.

Options

The recommended options above are:

- A. To approve the advertising of the proposed 24 hour loading ban restriction outside the Mansion House.
- B. To delegate authority to officers to advertise further loading restrictions in St. Helen's Sq in line with the footstreet hours once the experimental footstreets order has been concluded.
- C. To approve the advertising of a 7am to 7pm loading only bay in Whip-Ma-Who-Ma-Gate.

Level of Risk

1-3 Acceptable	✓	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

Internal Consultation

There are no legal, financial (other than the costs outlined above), HR, Crime and Disorder, sustainability, equalities or property implications

Recommendations

That Options A, B and C above be approved.

Contact

Details

Author:

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Manager Responsible for the Report:

Dave Carter

Head of Network Management

**Report
Approved**



Date Date
28/5/2013

Wards Affected: Guildhall

All

For further information please contact the author of the report

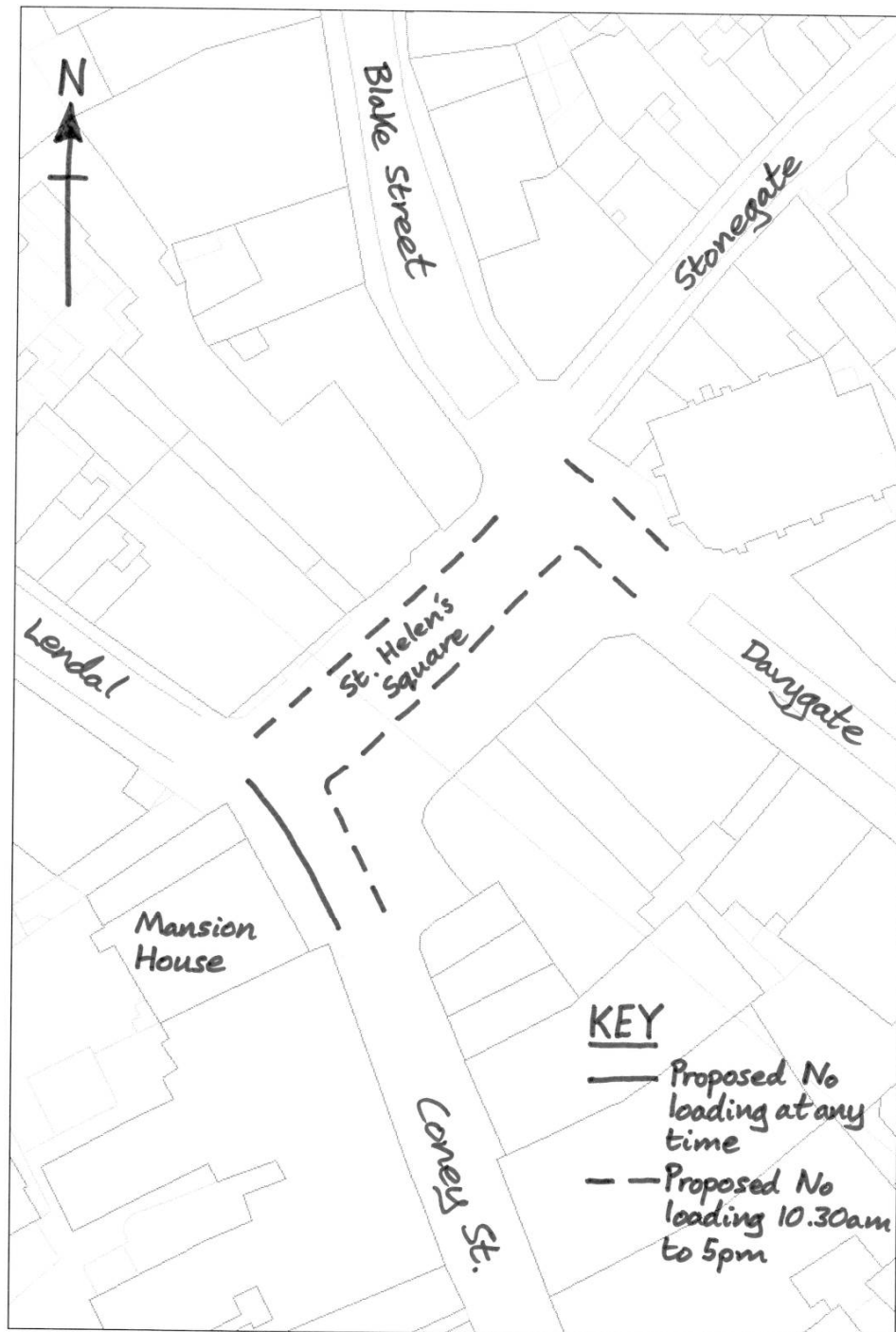
Annex A Plan of the St. Helen's Square area

Annex B Plan of Whip-Ma-Whop-Ma-Gate

Annex C Ward Members and Political Party views

Annex A

Plan of the St. Helen's Square Area (not to scale)



Please note – the proposed No loading 10.30am to 5pm shown above (dashed line) would only be taken forward if this was the outcome of the experimental footstreets TRO.

Annex B

Plan of Whip-Ma-Whop-Ma-Gate (not to scale)



Annex C

Ward Members Comments

Councillor Looker

No comments received

Councillor Watson

Surely it's not a serious thought to put signs on the Mansion House railings ?

BRIAN.

Political Party Comments

Councillor Merrett

No comments received

Councillor D'Agorne

Support proposal, although would be better if all the restrictions could be enforced by signs at entry points to the area rather than yet more primrose yellow paint on the ground and sign poles cluttering the historic square. How is the signing envisaged to be done?

Andy D'Agorne

In response to Cllr Watson's comments: Already some discrete ones there asking people not to chain bikes to them – However positioning needs to be carefully considered if they are required at all. Andy

Councillor Galvin

I think what is being proposed is fine especially St Helen's Square and in front of the Mansion House.

Regards

John

Councillor A Reid

The Lib Dem group has no particular problems with these proposals and welcome the loading ban outside the Mansion House. However, we do feel that, unfortunately, our concerns about the foot street proposals seem to have been proved right when we were questioned the impact that restricting disabled access to Davygate and removing disabled access/parking would have on remaining spaces especially St Helen's Square. It would appear that the council is now desperately trying to rummage around for solutions.

Cllr Ann Reid

Officer Response to the question of signage and lining works:

I regret the yellow kerb flashes are required within regulations to enable enforcement. The regulation signs are small, black and white, and will be mounted on railings outside the Mansion House and on existing street furniture elsewhere. The details regarding positioning of the signs will be included within the final OIC report.