

Committee(s): Streets and Walkways Sub-Committee – For decision	Dated: 15/02/2022
Subject: Objections to the proposed removal of a motorcycle parking bay on Old Jewry	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 9, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Executive Director Environment	For Decision
Report author: Min Yee Cheung, Environment Department	

Summary

In March 2020, a Healthy Streets Minor Scheme was delivered on Old Jewry and Gresham Street. As part of the scheme, the motorcycle parking bay on Old Jewry was relocated to accommodate a new loading bay. The new motorcycle bay location was later found to affect access to the Bank of China's service yard, the bay was then suspended pending a permanent solution.

Following officers' investigation, which took into account the availability of motorcycle parking in the surrounding area, including London Wall car park, it was concluded that removal of the motorcycle bay was the most suitable way forward. In November 2021, consultation on a statutory traffic order to formalise the permanent removal of the bay was carried out. This consultation resulted in seven objections, mainly on the basis that the bay is located in a convenient location and is well used; that there is limited motorcycle parking in the city; and that other travel modes are not available or safe.

Officers have explored options to address these objections. Investigations of alternative locations found that converting existing pay and display bays or extending nearby motorcycle bays are not feasible or desirable, particularly given the high levels of servicing and short stay parking activity in the area. The Transport Strategy recognises that it may be necessary to remove motorcycle or car parking to deliver improvements for people walking. The Strategy also encourages the use of car parks for long stay parking, with London Wall Car Park is only 0.6 kilometres or a few minutes' walk from Old Jewry. This report therefore recommends that Members agree to the removal of the motorcycle bay.

Recommendation(s)

Members are asked to:

- Agree to the making of the Traffic Order under s.6 of the Road Traffic Regulations Act 1986, to remove the motorcycle parking bay on Old Jewry, and that the objectors are informed of the decision accordingly.

Main Report

Background

1. Officers have been delivering an on-going programme of Healthy Streets Minor Schemes (HSMS) to improve walking, cycling and accessibility and to reduce road danger. HSMS are small scale, low cost interventions which are usually delivered through Chief Officer delegation under the scheme of delegation approved by the Court of Common Council.
2. In 2019, a HSMS was developed for Old Jewry and Gresham Street. Details of the scheme can be found in Appendix 1 and included:
 - a. A refuge island on Gresham Street to make it easier and safer for people to cross,
 - b. Raised carriageway at the junction of Old Jewry to provide a level crossing surface to improve accessibility and reduce road danger.
 - c. "At any time" loading restriction on Gresham Street between Basinghall Street and Old Jewry to improve crossing visibility and to reduce obstruction to traffic flow.
 - d. A new loading bay on Old Jewry to accommodate local servicing needs. This required the relocation of the existing motorcycle bay to a new position, opposite the Bank of China's service yard.
3. In October and November 2019, a public consultation exercise was carried out. This involved writing to and engaging with local occupiers, ward members and the Chairman & Deputy Chairman of the Streets & Walkways Sub-Committee. Statutory traffic order consultation followed in January 2020. This involved publishing press and street notices and writing to representative of road users.
4. No adverse comments or objections were received from the consultations, so in March 2020, the scheme was implemented, except the pedestrian refuge. Installation of this was delayed due to the impact from the Covid-19 pandemic but this has now been programmed to be installed in early March 2022.
5. In June 2020, the Bank of China contacted the City Corporation, complaining that the relocated motorcycle bay obstructed access to their service yard (see Appendix 2 for further details). To assist the Bank of China, the motorcycle bay was suspended (from September 2020) while a permanent solution was investigated.

Current Position

6. Since the suspension of the motorcycle bay, officers have investigated various options. After reviewing alternative locations and considering the availability of motorcycle parking nearby it has been concluded that removing the motorcycle bay is the most suitable way forward. This approach aligns with Transport Strategy.
7. In November 2021, statutory consultation was carried out for a traffic order to formalise the permanent removal of the suspended motorcycle bay. This consultation generated seven objections, including one from the Motorcycle Action Group. Discussions with ward members have also taken place as some objectors/users also contacted them directly.
8. There are various reasons given for the objections but common themes include the bay is located in a convenient location and well used; that there is limited motorcycle parking in the city; and other travel modes are not available or safe. Some objectors suggested that an alternative location should be found or that existing bays are extended if this bay were to be removed. An extract of the objections can be found in Appendix 3.

Options

9. A range of options have been considered. These are summarised below.
10. Option 1: Retain the motorcycle bay in the current position (opposite Bank of China service entrance). This is not an appropriate option as it will continue to obstruct access to the Bank of China's service yard. This option is therefore not recommended.
11. Option 2: Relocate the motorcycle bay towards Frederick's Place. Towards Frederick's Place there is approximately a 10m length of clear kerbside space where a motorcycle bay could be positioned. This space is currently left clear for informal delivery and servicing. It is well used and often occupied by vans or lorries servicing the local area. Some occupiers such as Browns or Goodman rely on this space for delivery of their supplies. This option is therefore not recommended.
12. Option 3: New or extend existing nearby motorcycle bays. There is a lack of unused kerbside spaces in the surrounding area which can accommodate a new a motorcycle bay or to extend existing ones without affecting other things such as servicing, obstruction, visibility or other parking bays. Any unallocated kerb space, such as on yellow lines are either needed for informal loading or servicing or need to be kept clear for visibility and safety reasons. This option is therefore not recommended.
13. Option 4: Convert existing 'pay and display' bay to a motorcycle bay. Observations and parking usage data show the parking bays in Old Jewry and in

the surrounding areas are very well used and often full. Several recent visits to Old Jewry (post lock down) have again shown that these bays are often at full capacity. They are very important if visitors have bulky or heavy equipment to carry and need close access to the premises. P&D bays are a very efficient use of kerbside as they provide short term parking (up to four hours) and each bay is often used by several users over the course of the day. Converting the P&D bay to a motorcycle bay would also result in a loss of income. This option is therefore not recommended.

14. Option 5: Reinstate the motorcycle bay to its original position prior to the Healthy Street Minor Scheme. This would require the loading bay to be removed and/or relocated elsewhere. As with Options 2,3 and 4, there are no other suitable alternative locations close to Gresham Street (where servicing is in high demand) to accommodate a new loading bay. It is, however, possible to abandon plans to install the pedestrian refuge and revoke the ban on loading on Gresham Street. However, these measures were key components of the HSMS aimed at making the street safer and easier to cross. Gresham Street has relatively high traffic flows (pre-Covid-19) and frequent parking obstructs both visibility and traffic movement. Removing the loading restrictions and not installing the refuges could therefore lead to more inconsiderate parking and increase safety risks. This option is therefore not recommended.
15. Option 6: Remove the motorcycle bay. The current location of the bay obstructs access to the Bank of China's service yard and this option would resolve this issue. As outlined above alternative locations, converting P&D bays or extension of existing motorcycle bays are not feasible or desirable because the kerbside in the area is well used. The Transport Strategy also recognises that it may be necessary to remove motorcycle or car parking to enable measures to improve safety and enhance the experience of walking to be carried out. Users of long stay parking such as commuters or those staying over 4 hours are encouraged to use car parks. The London Wall Car Park is only 0.6 kilometres away, which is approximately six minutes' walk. This car park is staffed, has spare capacity and is free to use for motorcycles. This option is therefore recommended.
16. Appendix 4 is a summary of the investigation of the surrounding area. Appendix 5 provides a snapshot images of recent kerbside utilisation in Old Jewry, Basinghall Street and Coleman Street.

Proposals

17. The recommended option (Option 6) is to remove the motorcycle parking bay as consulted in the statutory traffic order consultation in November 2021. This would formalise the permanent removal of the suspended motorcycle bay and address the access issue for the Bank of China's service yard. The proposal would involve making the traffic order under s.6 of the Road Traffic Regulations Act 1984. The parking bay markings and signage were removed as part of the suspension, so no other works would be required. The proposed Statement of Reasons is as follows: "The revocation of the motor cycle parking will assist vehicles to use the access opposite the parking place."

Corporate & Strategic Implications

18. Strategic implications – The recommended option will enable the HSMS to be fully delivered and aligns with the Corporate Plan Policies 1 – people are safe and feel safe and 9 – We are digitally and physically well-connected and responsive.
19. Removal of the motorcycle bay aligns with the Transport Strategy which recognises the potential need to remove parking to enable other measures, such as those to improve safety or the walking experience, to be introduced. The Transport Strategy also seeks to encourage long stay parking in car parks.
20. Financial implications – The making of the traffic order is estimated to cost £1,100 which can be met from Environment Department's Traffic Management Local Risk Budget. The removal of the motorcycle bay would not have any on-going financial implications. However, if the option to convert a P&D bay into a motorcycle bay was agreed, an annual income of approximately £8,500 would be lost.
21. Resource implications – No additional resources are needed as this falls within BAU activities.
22. Legal implications – Under regulation 9 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations"), the Highway Authority may cause a public inquiry into objections to be held before making this order. Given the limited scale of this matter, the issues and options considered in this report including the availability of motorcycle parking in the nearby car park, and of the policies of the Transport Strategy, officers do not consider that holding a public inquiry would be in the public's interest, and it is considered open to the City as traffic authority to conclude that no public inquiry is required.
23. Regulation 13 of the 1996 Regulations requires the order making authority to consider objections before making an order. Consideration of these objections are detailed in this report.
24. Section 122 of the Road Traffic Regulation Act requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect of amenities of any locality; (bb) national air quality strategy; (c) public service vehicles; (d) any other relevant matters. The evaluation in this report has balanced the various relevant considerations, including the parking needs of motor cycle users, in order to reach the recommendation.
25. Risk implications – None envisaged.
26. Equalities implications – The HSMS has already made positive impacts especially for those with mobility difficulties by making the junction a 'levelled crossing surface as well as to improve crossing visibility. The provision of a

pedestrian refuge will help people cross Gresham Street easier and safer. The removal of the motorcycle bay is not envisaged to negatively impact equalities. A test of relevance has been carried and this confirms no impacts.

27. Climate implications - HSMS encourage the use of more sustainable transport modes such as walking and cycling.

28. Security implications - None

Conclusion

29. It is recognised that motorcycle parking in Old Jewry is very well used and provides convenient facilities for long stay parking. Motorcycle couriers who require very short term parking to deliver/collect items are not affected by this proposal as the motorcycle bay is generally used by motorcyclists that require longer stay parking. Alternative locations, converting P&D bays or extension of existing motorcycle bays are not feasible or desirable because the kerbside in this area is very well used, particularly for servicing and short stay parking.

30. The Transport Strategy recognises that it may be necessary to remove motorcycle or car parking to enable improvements to be carried out and seeks to encourage long stay parking to use the car parks. The London Wall Car Park has ample capacity to accommodate any displaced motorcycle parking and is only 0.6 kilometres away or approximately six minutes' walk.

31. Removing the motorcycle bay (Option 6) and not re-provided on-street will therefore address the obstruction issue and allow the full benefits of the HSMS to be delivered. It is therefore recommended that this option is approved.

Appendices

- Appendix 1 – Plan of the Healthy Streets Scheme
- Appendix 2 – Communication from Bank of China
- Appendix 3 – An extract of the objections
- Appendix 4 – Map showing summary of the areas investigated
- Appendix 5 – Photographs of recent kerbside utilisation in Old Jewry, Basinghall Street and Coleman Street

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