

<b>Committee(s):</b> Streets & Walkways Sub-Committee – For decision	<b>Date:</b> 21 May 2018
<b>Subject:</b> Cloth Fair Noise Disturbance	<b>Public</b>
<b>Report of:</b> Director of the Department of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Albert Cheung - Department of the Built Environment	

### **Summary**

In February 2017, double yellow lines and a disabled bay were introduced as an experiment in Cloth Fair to mitigate the overnight noise disturbance reported by residents.

The monitoring of the experimental scheme has shown that the double yellow lines have been successful in deterring taxi and private hire drivers parking / idling overnight which was the main cause of the disturbances.

Feedback from Cloth Fair residents on the scheme has also been positive. However, one objection was received from a local occupier during the statutory consultation. The objector was concerned with the reduction of parking opportunities near their property and believed that the restrictions are needless. Analysis of the experimental scheme has shown that there are still plenty of parking opportunities nearby.

### **Recommendation(s)**

Members are asked to:

1. Approve making the experimental scheme permanent to resolve the overnight noise disturbance issue and that the objector is informed of your decision accordingly.

## **Main Report**

### **Background**

1. In January 2017, the Planning and Transportation Committee approved a scheme involving double yellow lines and a disabled bay to mitigate the noise disturbance in Cloth Fair whilst limiting the parking impacts for disabled visitors. However, as it was unclear if the proposals would be effective, Members therefore agreed that the proposal should be introduced initially as an experiment, and if objections were received these be reported back to committee for resolution.

### **Current Position**

2. On the 27 February 2017, the double yellow scheme was introduced using an experimental traffic order. The order has a statutory six-month consultation which expired on 28 August 2017. As a result of this, one objection was received from a local occupier. A plan of the experimental scheme is shown in Appendix A.
3. To support the experiment, monitoring and data collection has been obtained and analysed. A decision is now required as to whether the experiment should be made permanent or to revert Cloth Fair back to the previous single yellow line arrangement.

### **Monitoring**

4. The effectiveness of the experimental traffic order has been monitored and analysed using data from the following sources.

- i) Civil Enforcement

During the first 2 weeks of the experimental traffic order, enhanced civil enforcement resources were deployed to encourage better compliance of the double yellow lines from the start. They were also tasked with gathering data on any vehicles parking or idling in Cloth Fair and had reported that there had been none.

- ii) Traffic Survey

As part of the London Borough of Islington's Controlled Parking Zone (CPZ) change, Islington carried out parking surveys in the City to monitor the impacts of their CPZ scheme (reported to Streets & Walkways Sub-committee in November 2017). The parking survey was carried out for seven consecutive days in June and October 2017. The survey recorded on-street parking occupancy in parking bays and on single / double yellow lines outside the City's CPZ hours (Mon-Fri 7am-7pm and Saturdays 7am-11am). It was therefore, possible to utilise this parking data to assess the Cloth Fair experiment. The results also showed that there were no vehicles parking or idling overnight in Cloth Fair.

### iii) Environmental Health

Since the experiment was introduced, the City's Environmental Health Officers have received no overnight noise disturbance complaints associated with taxi and private hire drivers parking, idling and talking in Cloth Fair.

### iv) Consultation

The experimental scheme received one objection from an occupier in Kinghorn Street during the statutory six-month consultation period. The objector was concerned with the reduction of parking opportunities near their property and believed that the restrictions are needless. A copy of the objection is shown in Appendix B. Officers have attempted to resolve the objection but unfortunately this was unsuccessful.

The purpose of the experimental scheme is to reduce parking opportunities in Cloth Fair. However, from the parking occupancy surveys the surrounding area has ample parking facilities including an off-street car park for some 600 vehicles.

It is also worth stating that officers have also received some feedback from Ward Members and Cloth Fair residents who have reported that the double yellow lines are working well, have alleviated the noise disturbance and support making the changes permanent.

## **Recommendations**

5. In view of information set out above, it is recommended that the experimental double yellow lines and disabled parking bay in Cloth Fair be made permanent to resolve the noise disturbance issue, and the objector is informed of the committee's decision accordingly.

## **Conclusion**

6. The monitoring and analysis of the data has shown that the experimental scheme is successful at mitigating the overnight noise disturbance. There have been no overnight noise disturbance complaints and feedback from Cloth Fair residents has been positive.
7. The statutory consultation received one objection from a local occupier because they were concerned with the reduction in parking opportunities near their property. However, the monitoring has shown that there is still plenty of parking opportunities nearby, including a car park for some 600 vehicles.

## **Appendices**

- Appendix A – Experimental Scheme
- Appendix B – Objection letter
- Appendix C – Current Parking Arrangement

## **Background Papers**

- Cloth Fair Report – Streets & Walkways Sub-committee July 2016
- Cloth Fair Report – Planning & Transportation Committee January 2017

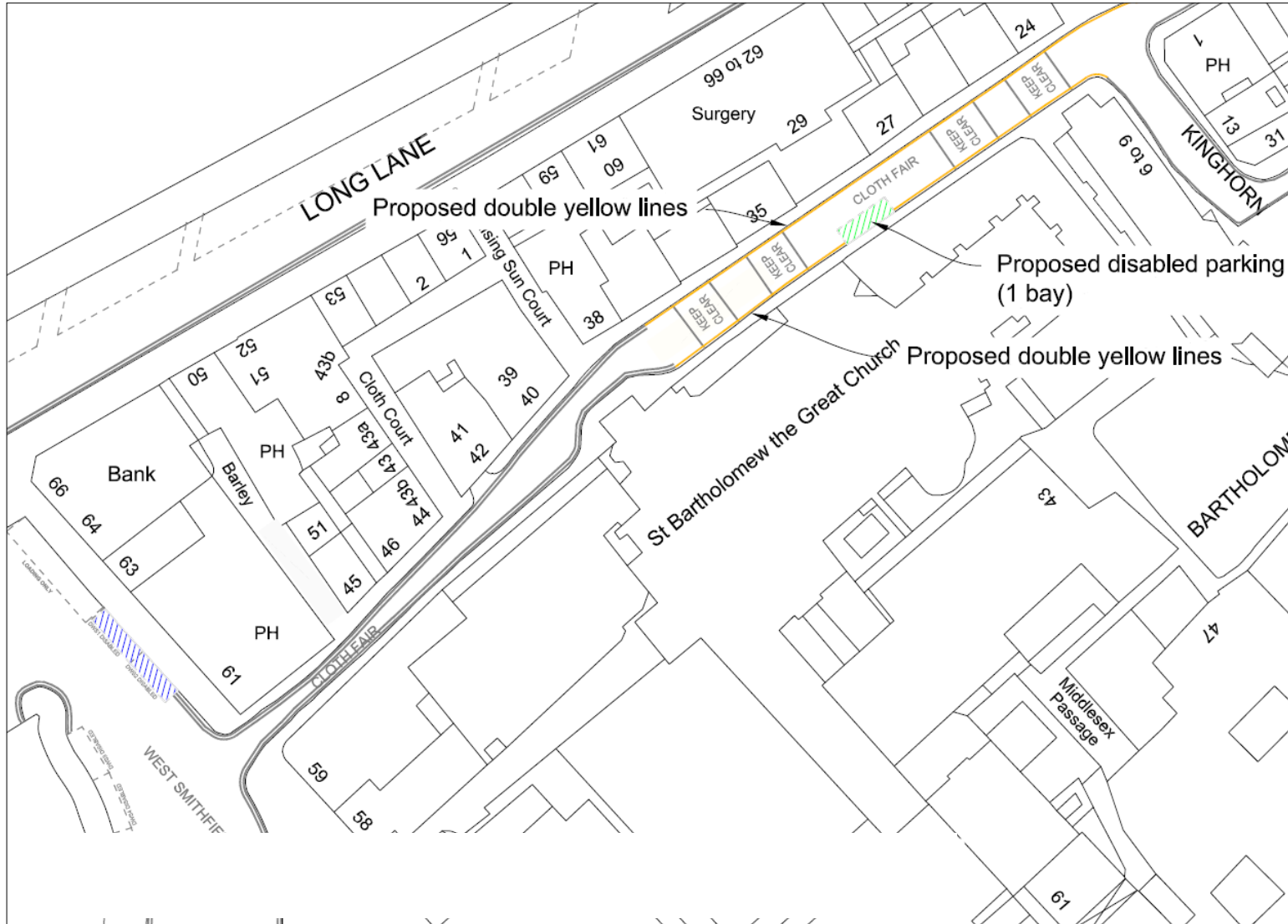
### **Albert Cheung**

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Appendix A: Experimental Scheme



Appendix B: Objection letter

PLANNING & TRANSPORTATION		
PSDD	CPC	PPD
YPD	19 JUN 2017	LTP
CM		BBE
NS	129133	PP
FILE		DD

The Assistant Director  
(City Transportation)  
P.O. Box 270  
Guildhall  
London  
EC2P 2EJ

**REF. DBE/CT/TMO-GL. 17Feb17.**

Dear Sir,

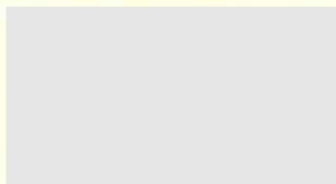
Regarding changes to parking restrictions in Cloth Fair & Middle Street, reference to the above notice. Also the similar changes in Saint Bartholomew's Close.

I am resident and owner at the above address. I have to comment on these changes as I strongly object to yet more double yellow lines in this location and in the city in general.

Travel around the city has become impossible, too many road closures, too many road works / construction blockages authorized at the same time, no reasonably priced parking, too many disabled parking places which are never in use, cycle lanes blocking highways (the Embankment) instead of being on back roads (like Cable Street, Upper Ground & Park St), ridiculous 20 mph speed limits, a 50% increase in parking charges at Smithfield (vs. 2.9% inflation) etc. etc. etc.

I do not use my car very often, in fact I have it garaged in the suburbs. When I do use it I need access and the ability to park it near my flat for at least some of the day without being tied in knots by excessive and needless parking regulation.

Yours,



P.S. If you want any further extensive comment I am willing to provide it.

# Appendix C: Current Parking Arrangement

