

# AGENDA ITEM 10

## RURAL, ECONOMIC & ENVIRONMENTAL AFFAIRS

3 JUNE 2015

### HEAD OF COMMUNITIES & NEIGHBOURHOODS

#### TOWN CENTRE PEDESTRIANISED AREAS INCLUDING MARKET PLACE, MELTON MOWBRAY

#### 1.0 PURPOSE OF REPORT

- 1.1 For members to note and comment on the update in current town centre issues, regarding vehicular access throughout the town centre, enforcement and future traffic management options.

#### 2.0 RECOMMENDATIONS

- 2.1 **For members to note and comment on the update in current town centre issues, regarding vehicular access throughout the town centre, enforcement and future traffic management options.**
- 2.2 **Members to approve one of the options as detailed in section 3.16**
- 2.3 **Members note subject to recommendation 2.2 that any cost will be met from existing budgets, however, noting that additional town centre projects requiring funding may result in a request to members for a supplementary estimate during 2015/16 should it be needed.**

#### 3.0 BACKGROUND

##### 3.1 Current Position

- 3.2 The town centre pedestrianised areas, including the Market Place are subject to a permanent traffic restriction order where vehicles have restricted access between 10am and 4pm.
- 3.3 There is an increasing issue regarding vehicles entering and parking within the pedestrianised area of the town centre, particularly within the Market Place during busy periods on Saturdays and Tuesdays.
- 3.4 This has been a consequence of the access control bollards not being replaced by LCC Highways and a reduced capacity and staffing of Civil Enforcement Officers (CEO), who do have responsibility to address illegal parking.
- 3.5 LCC Highways has confirmed that there is no LCC budget to replace the current access control bollards in King Street, High Street and Nottingham Street and that there are no plans in the near future to deal with this issue. Current bollards are now obsolete and cannot be repaired. .
- 3.6 Officers have been advised that there is an increasing issue of reduced CEO capacity and staffing across the county. Each town will only therefore have an allocation of CEO's based upon the town's footfall and hotspots. The current allocation for Melton 1.4 CEO (off street) and

1 CEO (on street) which averages 1 per day, with extended attendance during the hotspot days (Tuesday and Saturday).

- 3.7 The current and future role of the CEO's will be an enforcement one only. The CEO's will be able to play no current or future role in the management of access bollards.
- 3.8 The CEO's will continue to enforce in the town centre, with regards improper access and irregular parking of vehicles in the pedestrian area on market as well as non-market days
- 3.9 Discussions have been held between the CEO's, Town Centre Managers and the Melton Mowbray Town Estate, to manage vehicular access and parking issues within the Market Place specifically, especially on Tuesdays and Saturdays
- 3.10 The Melton Mowbray Town Estate is now managing vehicular access and market trader vehicles within the Market Place, notably on Saturdays. This is being supported by CEO enforcement.
- 3.11 **Next Steps**
- 3.12 A longer term solution is now required to manage vehicles entering the pedestrianized areas of the town centre, as the lack of bollards is clearly continuing to impact the amenity of the town centre.
- 3.13 CEO enforcement alone is insufficient to manage traffic flow within the pedestrian areas, particularly with reduced CEO capacity and staffing in the town centre.
- 3.14 Melton Borough Council Town Centre Managers (TCM) have been working with key agencies and partners, to discuss future options.
- 3.15 The installation of access control swing gates at each of the three pedestrian entry points, on King Street, High Street and Nottingham Street would manage traffic in the pedestrian area in the town centre between 10.00am and 4.00pm.

#### Options

- 3.16 Option 1- rely on the current CEO provision and enforcement
- 3.17 Option 2, as detailed within Appendix A is a swing gate which would be installed at each of the three pedestrian gateways. It can be padlocked with a Fire Brigade No 14 padlock, which is carried by all emergency services
- 3.18 Officers have discounted the Option to install automatic barriers to the significant cost, which is estimated to be approximately £12,000. This Option will address the issue of illegal movement of vehicles on the pedestrian area between 10.00am and 4.00pm, whilst the CEO's enforce the illegal parking during those times.
- 3.19 Option 2 would require the gate to be manually opened and closed in the three town centre locations at 10.00am and 4.00pm, from Monday to Saturday. The CEO's will not be able to carry out this role and staffing solutions will need to be considered within these options.
- 3.20 Full management and maintenance implications will need to be considered and reviewed before any final decision is taken.

#### **4.0 POLICY AND CORPORATE IMPLICATIONS**

4.1 There are clear links to priorities within the corporate plan:

- Support people and businesses through the economic downturn
- Meet the economic needs of the Borough
- Maximise the potential of Melton Mowbray Town centre

#### **5.0 FINANCIAL AND OTHER RESOURCE IMPLICATIONS**

5.1 Members are asked to note that although this is a County Council function, officers recognise that the current issue does impact on the vitality of the town and this initiative will address some major issues of parking and vehicle access in the town.

5.2 Members are asked to note that if Option 2 is approved officers will secure funding from existing budgets, however, this will impact on budgets available in this area and should additional funding be required for projects during 2015/16 a supplementary estimate will be presented to members for their consideration.

#### **6.0 LEGAL IMPLICATIONS/POWERS**

6.1 No direct legal implications have been identified.

#### **7.0 COMMUNITY SAFETY**

7.1 There are no direct community safety implications arising from this report. Option 2 allows access in emergencies to the relevant agencies that may require it.

#### **8.0 EQUALITIES**

8.1 No direct links have been identified from recommendations within this report.

#### **9.0 RISKS**

9.1

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Very High A				
High B				
Significant C		1		
Low D				
Very Low E				
Almost Impossible F				
	I Neg- ligible	II Marg- inal	III Critical	IV Catast- rophic

→  
**Impact**

Risk No.	Description
1	No Barriers are installed and enforcement only on illegal parking is undertaken

## 10.0 CLIMATE CHANGE

10.1 There are no climate change implications arising from this report.

## 11.0 CONSULTATION

11.1 The town centre issues have been discussed with key partners and agencies, including LCC Highways, Harborough CEO team, Melton Mowbray Town Estate, Town centre businesses and TCM's.

## 12.0 WARDS AFFECTED

12.1 All the wards directly affected.

Contact Officer      Shelagh Core – Town Centre Manager

Date:                      16 May 2015

Appendices :          None

Background Papers:      None

Reference :              X/committees/REEA/2015-16/030615/HR- Town Centre Parking