

Wiltshire Council

Environment Select Committee

1 September 2015

On and Off-Street Parking Traffic Regulation Orders for Wiltshire

Executive Summary

A public consultation on the revised Wiltshire LTP Car Parking Strategy was carried out from 27 October 2014 to 19 January 2015. In total, 5,013 people and organisations responded to the consultation.

Cabinet considered the outcome of the review and public consultation at its meeting on 17 March 2015.

All the changes to the Traffic Regulation Orders (TROs) were advertised in accordance with legal requirements. The associated public consultation exercise was undertaken between 25 June and 20 July 2015.

Of the 38 comments received, 32 were from Devizes and of these 26 objected to the proposed removal of the pay machine and implementation of a 'MiPermit only' option in the Sheep Street car park. Similar proposals in Union Street car park in Melksham and Wood Street car park in Royal Wootton Bassett were omitted from the relevant TRO site and press notices. If these had been included, then it is likely that the number of comments received would have been significantly higher.

It is considered that the responses provided in **Appendix 1** adequately address the objections and comments made.

It is also considered that a trial to make Sheep Street car park in Devizes 'MiPermit only' should be implemented. The trial should also be implemented at both Union Street car park in Melksham and Wood Street car park in Royal Wootton Bassett.

Proposals

That Environment Select Committee notes the results of the public consultation on the advertised Traffic Regulation Orders and makes any comments on the proposed approach including that:

- (i) The Traffic Regulation Orders be implemented as advertised.
- (ii) A trial implementing 'MiPermit only' in Sheep Street car park in Devizes, Union Street car park in Melksham and Wood Street car park in Royal Wootton Bassett is progressed by Parking Services and that car park users and the relevant town councils and area boards are notified accordingly.

Reason for Proposals

To inform Environment Select Committee of the results of the public consultation on the advertised TROs, and to allow consideration and comment on the proposed approach before it is considered by the relevant Cabinet Member.

Parvis Khansari

Associate Director Highways and Transport

Wiltshire Council

Environment Select Committee

1 September 2015

On and Off-Street Parking Traffic Regulation Orders for Wiltshire

Purpose of Report

1. To inform Environment Select Committee of the results of the public consultation on the advertised Traffic Regulation Orders (TROs), and to allow consideration and comment on the proposed approach before it is considered by the relevant Cabinet Member.

Relevance to the Council's Business Plan

2. The on and off-street parking TROs can help deliver many of the Business Plan outcomes that are relevant to the Wiltshire Local Transport Plan (LTP) Car Parking Strategy:

Outcome 1: Wiltshire has a thriving and growing local economy

- Support the local economy (e.g. by making it easy for shoppers and visitors to park).
- Improve journey time reliability for road users (e.g. by managing on-street parking facilities to reduce traffic conflicts and delays).

Outcome 3: Everyone in Wiltshire lives in a high quality environment

- Enhance the built and natural environment (e.g. by reducing the amount of land required for parking and by improving the look of streetscenes through the appropriate enforcement of parking contraventions).

Outcome 4: Wiltshire has inclusive communities where everyone can achieve their potential

- Provide access to key services and facilities for special needs groups and mobility impaired (e.g. by providing appropriate Blue Badge spaces).

Outcome 5: People in Wiltshire have healthy, active and high-quality lives

- Encourage the use of sustainable travel modes and reduce reliance on the private car (e.g. by setting parking charges at appropriate levels).

Outcome 6: People are as protected from harm as possible and feel safe

- Make Wiltshire a safer place (e.g. by ensuring that car parks are 'safer by design').

Background

3. A public consultation on the revised Wiltshire LTP Car Parking Strategy was carried out from 27 October 2014 to 19 January 2015 (this followed a pre-consultation with key stakeholders during April to June 2014). In total, 5,013 people and organisations responded to the public consultation by completing consultation questionnaires making some 14,000 individual comments. In addition, separate written submissions were received from a variety of individuals and organisations, and a petition for 'One hour free parking in Wiltshire Towns' was signed by 3,750 people (mostly located in the north of the county).
4. Cabinet considered the outcome of the review and public consultation at its meeting on 17 March 2015 which also allowed stakeholders and members of the public to make further comments on the proposals.
5. At its meeting, Cabinet resolved to approve the revised Wiltshire Local Transport Plan 2011 – 2026: Car Parking Strategy including the following:
 - (i) Support the concept of setting parking charges on a car-park-by-car-park basis (as per Policy PS3 - Parking Charges [in the LTP Car Parking Strategy]) rather than on a 'banded' or Wiltshire wide approach (i.e. where all towns have the same charges).
 - (ii) Approve the recommended parking charges (Monday – Sunday) as set out in Appendix 9 [of the report to Cabinet] for implementation in 2015/16.
 - (iii) Agree that a full review of parking charges will be undertaken by the Council at approximately five year intervals based on the factors outlined in Policy PS3 and delegate authority to the Associate Director for Highways and Transport in consultation with the Cabinet Member for Highways and Transport to undertake any necessary annual interim reviews of parking charges at a car park or town level.
 - (iv) Note that over 5,000 individuals and organisations responded to, and took part in, the public consultation.
 - (v) Note the submission of a petition for 'One hour free parking in Wiltshire Towns' signed by 3,750 people but agreed that the issue of possible exemptions to charging, including first hour free parking, had been adequately covered in the review.
 - (vi) Support the approach to implementing new technologies as set out in paragraphs 18 to 24 [of the report to Cabinet].
 - (vii) Note that due to the volume of consultation responses received only the majority or main consultation points have been fully considered at this time; the analysis and consideration of more detailed points will be undertaken in liaison with town councils, BIDs and other interested parties during 2015/16.

- (viii) Agree the revised proposed approach to season tickets and delegate authority to the Associate Director for Highways and Transport in consultation with the Cabinet Member for Highways and Transport to develop and implement the changes.
 - (ix) Approve the submission of the identified car parks (including Market Place car park in Wilton) to a property asset review and delegate authority to the Associate Director for People and Business in consultation with the Cabinet Member for Highways and Transport and the Cabinet Member for Strategic Planning, Property, Waste and Strategic Housing, to negotiate and agree any resulting legal agreements.
 - (x) Approve the localism opportunities set out in paragraph 112 [of the report to Cabinet] and delegate authority to the Associate Director for Highways and Transport in consultation with the Cabinet Member for Highways and Transport, and with the advice of legal and property services, to negotiate and agree any resulting legal agreements.
 - (xi) Support the principle of studies being undertaken into coach parking, leisure centre parking, residents' parking zones, on-street waiting restriction reviews and parking enforcement, and delegate authority to the Associate Director for Highways and Transport in consultation with the Cabinet Member for Highways and Transport to develop and implement any changes.
 - (xii) Note the publication of revised Government parking guidance (see paragraph 138 [in the report to Cabinet]), approves a 15 minute grace period before the issuing of any penalty charge notice for both on-street and off-street parking places provided under traffic orders (where a ticket has been purchased and displayed), and delegate authority to the Associate Director for Highways and Transport in consultation with the Cabinet Member for Highways and Transport, to revise the Council's car parking strategy and parking management practices if necessary to accord with the revised guidance.
 - (xiii) Delegate authority to the Associate Director for Highways and Transport in consultation with the Cabinet Member for Highways and Transport, to finalise the strategy document for publication.
6. Full details on the consultation process and the rationale for the above resolutions are included in the Cabinet report 'Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy Review' dated 17 March 2015.
7. With regard to (xii) above, following an announcement on 6 March 2015, the Government introduced the requirement for a 10 minute grace period from 6 April 2015; the Council's 15 minute grace period was introduced on the same date.
8. As a result of Cabinet's resolutions, a full amendment process was required to be undertaken on the relevant TROs:

Off-street TROs:

- The County of Wiltshire (Eastern Wiltshire) (Off Street Parking Places) Order 2015
- The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2015
- The County of Wiltshire (Northern Wiltshire) (Off Street Parking Places) Order 2015
- The County of Wiltshire (Southern Wiltshire) (Off Street Parking Places) Order 2015

On-street TROs:

- The County of Wiltshire (Malmesbury and Malmesbury Without) (Prohibition and Restriction of Waiting, Taxi Rank Clearways and On Street Parking) Consolidation Order 2010 (Amendment No.1) Order 2015
- The County of Wiltshire (Marlborough in the District of Kennet) (Prohibition and Restriction of Waiting, Taxi Rank Clearways and On Street Parking) Consolidation Order 2006 (Amendment No.5) Order 2015
- The County of Wiltshire (Salisbury) (Prohibition and Restriction of Waiting, Taxi Rank Clearways and On Street Parking) Consolidation Order 2013 (Amendment No.13) Order 2015

9. As part of the process of drafting the above TROs, a number of organisations were contacted regarding their legal interests in some of the car parks. As a result of this engagement, Sainsbury's Supermarkets Ltd did not agree to the proposed increase in the one hour charge at Sainsbury car park in Devizes from 55p to 60p. It should also be noted that the charges in those car parks included in the property asset review remain as current.
10. All the changes to the above TROs were advertised in accordance with the requirements of the Road Traffic Regulation Act 1984 and Traffic Management Act 2004. The associated public consultation exercise was undertaken on the amended TROs between 25 June and 20 July 2015.
11. In addition, the proposal to remove the pay machine in Sheep Street car park in Devizes and make it 'MiPermit only' was included in the relevant TRO site and press notices. While forming part of the public consultation on the LTP Car Parking Strategy, the proposals to remove the pay machines in Union Street car park in Melksham and Wood Street car park in Royal Wootton Bassett and make them 'MiPermit only' were omitted from the relevant TRO site and press notices.

Main Considerations for the Committee

12. In total, 38 comments have been received in relation to the advertised TROs and the associated site and press notices: 32 from Devizes, two from Chippenham and one each from Melksham, Calne, Royal Wootton Bassett and Amesbury.
13. Full details of the comments received and officers' responses are provided in **Appendix 1**.

14. In terms of the comments from Devizes, these largely relate to three main issues:
- (i) Twenty six objected to the proposed removal of the pay machine and implementation of a 'MiPermit only' option in the Sheep Street car park.
 - (ii) Eleven objected to the proposed parking charges broadly suggesting that they will reduce the number of people shopping and visiting Devizes which will damage its retail environment.
 - (iii) Devizes Chamber of Commerce, Devizes Town Benchmarking Group and Devizes Town Council argued that the views submitted by stakeholders to the LTP Car Parking Strategy public consultation were largely if not entirely ignored by Wiltshire Council.
15. Given the above, if the proposals outlined in paragraph 11 above with regard to Union Street car park in Melksham and Wood Street car park in Royal Wootton Bassett had been included in the relevant TRO press and site notices, then it is likely that the number of comments received (i.e. in relation to all the advertised TROs) would have been significantly higher.

Safeguarding Considerations

16. There are no direct safeguarding implications arising from the proposal in this report.

Public Health Implications

17. There are no direct public health implications arising from the proposal in this report. The draft revised LTP Car Parking Strategy was subject to a Strategic Environmental Assessment (SEA) which included consideration of a number of relevant public health topics. No significant effects were identified in the SEA Environmental Report. The SEA Environmental Report was subject to public consultation from 8 December 2014 to 19 January 2015.
18. A SEA Statement will be produced following the completion of the TRO process to show how the findings of the SEA and its associated consultation have been taken into account in the review of the LTP Car Parking Strategy.

Corporate Procurement Implications

19. There are no direct procurement implications arising from the proposal in this report.

Equalities Impact of the Proposal

20. There is no direct equalities impact arising from the proposal in this report. The draft revised LTP Car Parking Strategy was subject to an Equalities Analysis Evidence Document (EAED). The draft EAED was subject to public consultation from the 8 December 2014 to 19 January 2015. A revised EAED was included in the 17 March 2015 report to Cabinet.

Environmental and Climate Change Considerations

21. There are no direct environmental or climate change considerations arising from the proposal in this report. The draft revised LTP Car Parking Strategy was subject to a SEA which included consideration of a number of relevant environmental topics. No significant effects were identified in the SEA Environmental Report. The SEA Environmental Report was subject to public consultation from 8 December 2014 to 19 January 2015.
22. A SEA Statement will be produced following the completion of the TRO process to show how the findings of the SEA and its associated consultation have been taken into account in the review of the LTP Car Parking Strategy.

Risk Assessment

23. There are no direct risks arising from the proposal in this report.

Financial Implications

24. There are no direct financial implications arising from the proposal in this report.

Legal Implications

25. There are no direct legal implications arising from the proposal in this report.

Options Considered

26. That Environment Select Committee notes the results of the public consultation on the advertised Traffic Regulation Orders and makes any comments on the proposed approach.

Conclusion

27. In comparison to the response to the LTP Car Parking review consultation, there has been a significantly lower number of comments received on the TRO consultation (5,013 and 38 respectively).
28. Of the 38 comments received, 32 were from Devizes and of these 26 objected to the proposed removal of the pay machine and implementation of a 'MiPermit only' option in the Sheep Street car park.
29. The proposals to remove the pay machines in Union Street car park in Melksham and Wood Street car park in Royal Wootton Bassett and make them 'MiPermit only' were omitted from the relevant TRO site and press notices. If these proposals had been included, then it is likely that the number of comments received would have been significantly higher.
30. It is considered that the responses provided in **Appendix 1** adequately address the objections and comments made.

31. Despite the objections and comments received, it is considered that a trial to make Sheep Street car park in Devizes 'MiPermit only' should be implemented. The trial should also be implemented at both Union Street car park in Melksham and Wood Street car park in Royal Wootton Bassett to help improve the robustness of the trial findings. Parking Services would consider the results of the trial and any objections received before considering making the 'MiPermit only' option permanent.

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The following unpublished documents have been relied on in the preparation of this report:

None

Appendices

Appendix 1: Comments, objections and responses