

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE –
CLLR BRIDGET WAYMAN**

PARKING SERVICES – HIGHWAYS AND TRANSPORT

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REFERENCE: HTW-01-18

**OFF STREET PARKING PLACES ORDER FOR
DUNNS LANE CAR PARK, CASTLE COMBE**

Purpose of Report

1. To:
 - (i) Consider responses to the advertised proposals for changes to the Off Street Parking Places Order applicable to Dunns Lane Car Park, Castle Combe.
 - (ii) Recommend the making of the Order.

Relevance to the Council's Business Plan

2. The Off Street Orders 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).

Background

3. Dunns Lane Car Park is located in the Wiltshire Village of Castle Combe, it is a surface car park with unrestricted access and is currently free to use. A consultation via the Off Street Order process was carried out from 28 September 2017 and ended on 23 October 2017.
4. The proposed charges would allow Wiltshire Council to improve the parking management arrangements whilst harmonising with other tourist towns where charges are already in place.

Summary of Responses

5. 45 responses were received in response to the Traffic Regulation Order (TRO) consultation. Of those responses, 45 were in objection to the proposals.
6. The Parish Council's response was based on four criteria:
 - (i) We do not see a need for the introduction of charges and no explanation has been given as to why they are considered to be necessary, especially in such a sensitive location.
 - (ii) Based on recent experience as outlined above we do not have sufficient confidence that problems will be dealt with to our satisfaction. Additional monitoring, even if introduced, would simply deal with a problem which need not exist and would be like putting sticking plaster on a self-inflicted wound.
 - (iii) The original published reasons for the introduction of charges were inaccurate, misleading and incomplete. The revised reasons are still inaccurate, misleading and unachievable.
 - (iv) Although we were advised that the consultation would be postponed, this has not happened and the end date of 23 October is still being applied, despite no date having been set for a meeting that has finally been agreed,
7. The main theme of objections related to the increase of vehicles attempting to park within the village to avoid the charges within the car park. There were also repeated comments referring to deterring visitors to the village if charges were introduced. A sample of the responses can be found in **Appendix 1**.

Council's Response to the Objections

8. The Council does not believe that introducing charges to Dunns Lane Car Park would have a detrimental impact on the village. Vehicles currently park in contravention of the TRO, on double yellow lines; this is out of convenience and habit. This illegal parking is both a hazard and blight to the streetscene of the village.
9. The introduction of charges would allow the Council to improve the management of parking arrangements within the village more effectively, whilst improving the parking offering for both residents and visitors alike.
10. It should be noted that following the introduction of parking charges within the village of Lacock by the National Trust, footfall increased within the local businesses and continues to do so year on year.

Main Considerations for the Council

11. Consideration needs to be given to the responses received during the consultation and a decision made on the most appropriate way to proceed. In particular, the concerns that the proposals will encourage further breaches of the TRO with more drivers choosing to avoid the charges and park in contravention of the current TRO within the village.

Overview and Scrutiny Engagement

12. None.

Safeguarding Implications

13. There is no risk to the Council as a result of these proposals.

Public Health Implications

14. There are none in this proposal.

Corporate Procurement Implications

15. There are none in this proposal.

Environment and Climate Change Considerations

16. This proposal could see an improvement in the air quality of the village due to less vehicles being present in the central area.

Equalities Impact of the Proposal

17. There are none in this proposal.

Risk Assessment

18. There is no risk to the Council as a result of these proposals.

Financial Implications

19. The cost of implementation, including the TRO pay and display machine purchase, signage etc. There is also the potential income following implementation of the proposed charges.

Legal Implications

20. The introduction of charges within the car park requires an amendment to the Off Street Parking Places Order; this is carried out under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004. Failure to adhere to this statutory process could result in the proposals being challenged in the High Court.

Options Considered

21. To:
 - (i) Implement the proposals as advertised.
 - (ii) Not implement the proposals.

Reasons for Proposal

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

Proposal

23. I approve to withdraw the advertised proposals.

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

None