

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE –
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HIGHWAYS AND TRANSPORT

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REFERENCE: HTW-12-18

OFF STREET PARKING PLACES ORDER FOR DEVIZES LEISURE CENTRE, DEVIZES

Purpose of Report

1. To:
 - (i) Consider responses to the advertised proposals for the introduction of Devizes Leisure Centre to the Off Street Parking Places Order applicable to Devizes.
 - (ii) Recommend the making of the Orders.

Relevance to the Councils 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. Devizes Leisure Centre has a large car parking area primarily for the use of leisure centre users. There is no restriction on the amount of time you can park there currently and it is also free of charge to use. A consultation via the Off Street Order process was carried out from 16 November 2017 until 11 December 2017.
4. The proposed introduction of the parking orders would allow Wiltshire Council to ensure the parking place is available to users of the leisure centre by implementing a maximum stay for the area and to also ensure users parked within marked bays only. This introduction is due to high levels of use of the parking area by non-leisure centre visitors.

Summary of Responses

5. Two responses were received in response to the Traffic Regulation Order (TRO) consultation. Of those responses one was in objection to the proposals. The objection was from a resident with no alternative parking. The other was more of a question relating to users of the leisure centre exceeding the maximum stay of the car park.

Council's Response to the Objections

6. The Council does not have a duty to provide residents parking in a leisure centre car park.
7. Regarding the second query on users of the leisure centre we would implement a virtual scheme where users' vehicles could be registered to exceed the maximum stay of the car park providing they were engaging with activities at the centre.

Main Considerations for the Council

8. Consideration needs to be given to the responses received during the consultation and a decision made on the most appropriate way to proceed. We must preserve the parking facilities for the users of the centre.

Overview and Scrutiny Engagement

9. None.

Safeguarding Implications

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

Public Health Implications

11. There are none in this proposal.

Corporate Procurement Implications

12. There are none in this proposal.

Environment and Climate Change Considerations

13. There are none in this proposal.

Equalities Impact of the Proposal

14. There are none in this proposal.

Risk Assessment

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

Financial Implications

16. The cost of implementation, including the TRO and signage.

Legal Implications

17. 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

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

Reason for Proposal

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

Proposal

20. It is recommended that the decision to proceed with the proposals should be made.

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

None