



Committee and Date

Cabinet

5 September 2018

## **New Parking Strategy Framework - Traffic Regulation Order – Changes to Off Street Parking Places, Shrewsbury**

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### **1. Summary**

At its meeting on 25<sup>th</sup> July 2018 Cabinet resolved that approval be granted for the making of the required Traffic Regulation Order (TRO) for the proposed extension to the hours of charging until 8.00pm on all band 2 off street parking places.

After the above decisions, concerns have continued to be raised relating to the proposed extension of the hours of charging on all on and off street pay & display parking places within the Shrewsbury town centre river loop to 8.00pm. A request has recently been received from the Shrewsbury BID to retain the current hours of charging on all pay and display at 6.00pm within the Shrewsbury river loop

If Cabinet now wish to amend the Parking Strategy to retain the existing hours of charging (free parking after 6.00pm) on all band 2 off street pay and display parking places, Cabinet will also need to revisit the decision made on 25 July 2018 regarding the changes to the TRO.

The existing TRO relating to off street parking is the Shropshire Council (Off-Street Parking Places) Order 2011. Shropshire Council has a statutory requirement to advertise proposals to make a Traffic Regulation Order (TRO) and give due consideration to the comments and objections received before making an Order.

### **2. Recommendation**

That if Cabinet resolves to amend the Parking Strategy to retain the existing hours of charging on all band 2 off street pay and display parking places, the approval granted at Cabinet on 25 July 2018 for the making of the required Traffic Regulation Order relating to the implementation of the Parking Strategy is amended to retain the existing hours of charging on all band 2 off street pay and display parking places. Meaning that charging in the Bridge Street, St

Austin's and Quarry Leisure Centre, off street, pay and display car parks, Shrewsbury, shall continue to only apply until 6.00pm.

## REPORT

### 3. Risk Assessment and Opportunities Appraisal

This report only deals with recommendations related to changes to the Traffic Regulation Order (TRO) for off-street parking places, in relation to the possible retention of the existing hours of charging on all band 2 off street pay and display parking places.

Identified risks specific to the potential changes to Traffic Regulation Order (TRO) for off-street parking places car parks are shown in the table below:

<b>Proposal</b>	<b>Risk</b>	<b>Mitigation Measure</b>
Retention of the hours of charging at 6.00pm within the Bridge St, St Austin's and Quarry Leisure Centre, off street, pay and display car parks, Shrewsbury.	Parking after 6.00pm will remain unregulated. congestion and limited ability to manage.	Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate.
	Ongoing financial commitment to car park service provision in the evenings enforcement / additional maintenance.	Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging if deemed appropriate.
	Blue badge holders and none blue holders with mobility issues may be unable to park within a reasonable distance of their destination.	Monitor and review following implementation. Consider the replacement of existing pay and display parking places with additional disabled parking bays.
	The incentive to use none prime car parks and hence reduce the number of vehicles/ traffic within the river loop will be lost.	Monitor and review following implementation. Reconsider proposal to extend hours of operation and charging

	<p>Limited turnover in prime car parks, hence late on arrivals displaced.</p> <p>Drivers will choose to park in the available free parking areas rather than use Raven Meadows multi storey car park, where additional funding is being allocated to facilitate extended hours of opening on the assumption that this proposal will be at least cost neutral.</p>	<p>if deemed appropriate.</p> <p>Undertake benefit cost analyses on extending the hours of opening of Raven Meadows multi storey car park.</p>
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#### 4. Financial Implications

The estimated funding requirements for Part 1 of the Proposed New Parking Strategy Framework are detailed within the January 17<sup>th</sup>, 2018 Cabinet report.

#### 5. Background

- 5.1 At its meeting on 17th January 2018 Cabinet gave approval for the implementation of Part 1 of the new Parking Strategy framework this included a total of 22 recommendations.
- 5.2 Recommendation V of the 17th January 2018 Cabinet report included that the hours of charging using linear tariffs be extended until 8.00pm on all Band 2 pay and display car parks as listed below:

Car Park	Town	Band
Quarry Swimming & Fitness Centre	Shrewsbury	Band 2
Bridge Street	Shrewsbury	
St Austin's	Shrewsbury	

- 5.3 All 3 of the car parks listed are located within the Shrewsbury town centre river loop.
- 5.4 At its meeting on 25<sup>th</sup> July 2018 Cabinet resolved that approval be granted for the making of the required Traffic Regulation Order for the

proposed extension to the hours of charging until 8.00pm on all band 2 off street parking places.

- 5.5 This report only deals with recommendations related to the potential amendment to the Cabinet resolution regarding the Traffic Regulation Order (TRO) to facilitate the retention of the existing hours of charging on the Quarry Swimming & Fitness Centre, Bridge Street and St Austin's off street pay and display parking places between 8.00am and 6.00pm.
- 5.6 The procedures for making Traffic Regulation Orders are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended). In accordance with those procedures, before making any required Traffic Regulation Order (TRO) a formal consultation relating to proposed changes needs to be undertaken.
- 5.7 Following approval of the Parking Strategy framework by Cabinet at its meeting on 17th January 2018 a TRO consultation exercise was undertaken between the 9<sup>th</sup> May 2018 and the 6<sup>th</sup> June 2018.
- 5.8 Shropshire Council has a statutory requirement to give due consideration to the comments and objections received during the formal consultation.
- 5.9 Consideration of all comments and objections received to the off-street parking places TRO consultation are considered in the July 25<sup>th</sup> Cabinet -New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Changes to off street parking places around the county.

**6 Review of decisions, comments and objections received to the formal TRO proposals relating to the proposed extension of hours of charging to 8.00pm on all Band 2 off-street parking places, Shrewsbury.**

- 6.1 A total of 62 comments received where considered to be objections to the proposal to extend the hours of charging to 8.00pm.
- 6.2 The recommendation approved by Cabinet on 17<sup>th</sup> January 2018 relaxed the proposal for the extension of the hours of evening charges until 8.00pm on all pay and display off street parking places across the county except for Band 2 off street parking places (all carpark within the Shrewsbury river loop are band 2 except for St Julian's Friar's carpark) and on all 3 Frankwell off-street parking places.
- 6.3 The recommendation approved by Cabinet on 25<sup>th</sup> July 2018 further relaxed the proposal with the withdrawal of the proposed extension of evening charges in the 3 Frankwell off-street parking places.

- 6.4 At its meeting on 25 July Cabinet resolved to make changes to the TRO to extend the hours of charging from 6.00pm to 8.00pm on all band 2, off street pay and display parking places, Bridge Street, St Austin's and the Quarry Leisure Centre car parks, Shrewsbury.
- 6.5 Since this decision opposition to the evening charges proposal has continued to be received.
- 6.6 If Cabinet now wish to amend the Parking Strategy to retain the existing hours of charging (free parking after 6.00pm) on all band 2 off street pay and display parking places, Cabinet will need to resolve to amend their previous resolution to make an Order to amend the TRO to extend the hours.
- 6.7 The risks associated with this potential amendment are highlighted within section 3 of this report.

## **7 Conclusions**

- 7.1 The evening economy is increasingly about the 'experience' of the place, for example feeling safe, having choices of where to meet/eat/drink, leisure activities. There are challenges to overcome for our town centres encouraging dwell time into the evening (beyond 6pm) is one of the more challenging issues but the potential amendment does give response to the objections/ comments received.
- 7.2 The Council is not required to undertake further publicity before making the order. When the TRO is formally made and published as a made order it will then come in to force. The necessary practical matters to implement the order on the ground will be undertaken.
- 7.3 Taking all the above in to account if Cabinet approve an amendment to the Parking Strategy to retain the existing hours of charging for the off street car parks referred to in this report the recommendation is to make the TRO as approved by Cabinet on 25<sup>th</sup> July with an amendment to retain the existing hours of charging on all band 2 off street pay and display parking places.
- 7.4 The TRO is still planned to be implemented in parts and in phases across the county. Implementation in Shrewsbury is now programmed for October 2018.

**List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)**

Shropshire Parking Review (Initial scoping review) – May 2014

Report on Shropshire Parking Strategy - Mouchel – January 2015

Shropshire Parking Proposal Executive Summary Mouchel - January 2015

Shropshire Parking Implementation Plan (Phase 1) Mouchel– November 2015

Shropshire Draft Parking Strategy Cabinet Report 12 July 2017

<http://shropshire.gov.uk/committee->

[services/documents/g3418/Public%20reports%20pack%2012th-Jul-](http://shropshire.gov.uk/committee-services/documents/g3418/Public%20reports%20pack%2012th-Jul-2017%2012.30%20Cabinet.pdf?T=10)

[2017%2012.30%20Cabinet.pdf?T=10](http://shropshire.gov.uk/committee-services/documents/g3418/Public%20reports%20pack%2012th-Jul-2017%2012.30%20Cabinet.pdf?T=10)

Current Shropshire Parking Strategy Appendix A4 Parking Charge Structure.

<https://shropshire.gov.uk/media/1360/parking-strategy-Appendix-a4-parking-charge-structure.pdf>

New Parking Strategy Framework Part 1 – Implementation of the Linear Model 17th January 2018 Cabinet report

<http://shropshire.gov.uk/committee->

[services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-](http://shropshire.gov.uk/committee-services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9)

[2018%2012.30%20Cabinet.pdf?T=9](http://shropshire.gov.uk/committee-services/documents/b12014/Cabinet%20To%20Follow%201%2017th-Jan-2018%2012.30%20Cabinet.pdf?T=9)

New Parking Strategy Framework Traffic Regulation Order (TRO) decision report: Changes to off street parking places around the county. July 25<sup>th</sup> Cabinet report

New Parking Strategy Framework - Traffic Regulation Order - Ludlow and Shrewsbury - Changes to On Street Pay and Display and Loading Bays. July 25<sup>th</sup> Cabinet report.

**Cabinet Member (Portfolio Holder)**

Councillor Steven Davenport – Portfolio Holder for Highways and Transport

**Local Member**

County wide initiative – impacts on all local Members

**Appendices**

None