

Bath & North East Somerset Council

DECISION MAKER:	Cllr Anthony Clarke, Cabinet Member for Transport	
DECISION DATE:	On or after 12 th November 2016	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2850
TITLE:	Proposed changes to the existing parking restrictions on the Riverside Coach Park and The Guildhall, Bath.	
WARD:	City Centre	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1 - DW1/TRO/VAR1 - "Proposed Parking Restriction Changes - Riverside Coach Park" Appendix 2 - DW1/TRO/VAR4 - "Proposed Parking Restriction Changes - The Guildhall" Appendix 3 - E2838 Bath Quays Capital Approvals Appendix 4 - RR/FC - "Formal Consultation Responses" Appendix 5 - RR/EIA - "Equality Impact Assessment"		

1. THE ISSUE

- 1.1. Consideration of the responses to the informal and formal consultations of the Traffic Regulation Orders for the proposed changes to parking restrictions within the Riverside Coach Park and the Guildhall car park, Bath.

2. RECOMMENDATION

- 2.1 The Cabinet Member is asked to agree that in regard to the advertised proposals below that the proposals are implemented, modified or withdrawn as recommended:
 - 2.1.1 Riverside Coach Park. The proposal, as per Appendix 1, was to remove the chargeable tariffs and to all limit free parking for coaches only to allow the drop off /pick up of passengers, for a maximum of 30 minutes, between the hours of 8am to 6pm, 7 days a week. No charges or time limit applies between 6pm and 8am. This proposal is **recommended for implementation** as advertised.
 - 2.1.2 The Guildhall car park. The proposal, as per Appendix 2, was to remove the paid for parking at weekends. The car park would become permit holders only 24 hours a day, 7 days a week. This proposal is **recommended to be withdrawn** and will be re-advertised following an amendment to the published order.

3. RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1. This report formalises the current operation of the Riverside Coach Park, following the decisions taken within Council Report E2838 (Appendix 4), through changes to the off street Traffic Regulation Order.
- 3.2. The formalising of the Traffic Regulation Order will confirm that the Council is no longer able to generate income at the Riverside Coach Park from parking charges, confirming the temporary loss of £100k per annum.

4. STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1. All changes to Traffic Regulation Orders must be advertised in line with the relevant legislation (The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996).
- 4.2. An Equalities Impact Assessment, Appendix 5, has been carried out. No discriminatory factors have been identified.
- 4.3. The following corporate objectives apply:
 - Creating neighbourhoods where people are proud to live;
 - Building a stronger economy

5. THE REPORT

- 5.1. The proposals for the Riverside Coach Park, Appendix 1, were developed following the redevelopment of the existing location as part of the Bath Quays redevelopment project and the realignment of Green Park Road through the existing coach park.
- 5.2. This development resulted in the number of bays within the Riverside Coach Park being significantly reduced from 43 to 11. These proposals allow the Council to generate the necessary turnover of the reduced number of bays and ensure that coaches are not queueing in the highway or parking in unmanaged locations around the city causing network management issues and congestion.
- 5.3. This proposal mirrors the management arrangements already successfully used for the Christmas Market period where a similar scheme has operated for a number of years.
- 5.4. All day layover parking is provided in the medium term under licence at the depot on Weston Island operated by First Group Plc., also mirroring the management operations during the Christmas Market period. This licence ensures that charges made by First Group Plc remain in line with charges previously offered by the Council at the Riverside Coach Park.
- 5.5. The longer term coach parking arrangements are still being developed with a number of options being considered by consultants as part of the wider transport assessments for the city. Link to Bath Quays PID which includes c£2m for Coach parking solution at 'Odd Down P&R'

- 5.6. The proposals for The Guildhall car park, Appendix 2, were to bring the car park within the operational management and enforcement of Parking Services 7 days a week making it consistent with all other Council operated car parks. The extension of permit only use to cover weekend operational hours extended the current weekday arrangements and ensures that the car park is only available to authorised users working on behalf of the Council.
- 5.7. The proposals were publicly advertised from 28th July to 18th August 2016. Consideration was given to the responses received during the public consultation as shown in Appendix 4.
- 5.8. A total of five responses were received to the advertised order. No objections were stated to the Riverside Coach Park proposals. Consideration of the objection received for the Guildhall car park proposals has led to the recommendation to withdraw this proposal at this time pending modification and re-publication.
- 5.9. The Traffic Regulation Order is being proposed as it is the duty of every local authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities as set out in section 122 Road Traffic Regulation Act 1984 (RTRA). The Council has considered and taken on board the local knowledge of residents.

6. RATIONALE

- 6.1. The changes to the Riverside coach park are being developed as part of a wider set of changes to the Bath Quays Waterside including flood mitigation work that is considered necessary to protect properties within the area and development through the enterprise area resulting in significant increases in both office and residential development.
- 6.2. The Guildhall car park proposals were designed to bring the car park within the operational management and enforcement of Parking Services 7 days a week, making it consistent with all other Council operated car parks. The extension of permit only use to cover weekend operational hours extends the current weekday arrangements and ensures that the car park is only available to authorised users working on behalf of the Council.

7. OTHER OPTIONS CONSIDERED

- 7.1. To retain the previous coach park layout – this was considered but not possible under the agreed Bath Quays Waterside development and flood mitigation works.
- 7.2. To phase the works in a different order – this is not possible due to the technical requirements of the flood mitigation works.
- 7.3. To continue with the existing management arrangements for the Guildhall car park. This was not considered due to the lack of consistency with its operational management and enforcement with other Council operated car parks resulting in increased abuse being identified which was not enforceable by the Council's Civil Enforcement Officers.

8. CONSULTATION

- 8.1. Ward Members; Internal transport colleagues; Other B&NES Services; Local Residents; Emergency Services.
- 8.2. Consultation was carried out by e-mailing internal and external contacts. Notices were also advertised in the local press and erected on site for a 21 day period from 28th July to 18th August 2016. All affected people had the opportunity to participate in the TRO consultation process, and to make their opinions known.
- 8.3. Responses to the formal consultation process are summarised in Appendix 4.

9. RISK MANAGEMENT

- 9.1. A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

Contact person	<i>Andrew Dunn - (01225) 395415</i>
Background papers	The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
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