

NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

**CORPORATE LEADERSHIP TEAM'S
REPORT TO CABINET**

5th November 2024

Report Title: Traffic Regulation Order Amendments

Submitted by: Deputy Chief Executive

Portfolios: Finance, Town Centres and Growth

Ward(s) affected: Town

<u>Purpose of the Report</u>	<u>Key Decision</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
To outline the amendments to a Traffic Regulation Order to enable the opening of the new Castle Car Park and the closure of the Midway Car Park and Ryecroft surface car parking provision.			
<u>Recommendation</u>			
<p>That Cabinet:</p> <ul style="list-style-type: none"> • Adopts the Traffic Regulation Order Amendments, as set out in Appendix 1, to open the new Castle Car Park and close the Midway Car Park and Ryecroft surface car park provision along with introducing a 20 minutes parking stay provision at the bottom of High Street, near the existing taxi rank. 			
<u>Reasons</u>			
<p>A key part of the Council's town centre regeneration plans and Car Parking Strategy is the delivery of the new Castle car park which will meet the need for a modern multistorey car park. It is appropriate the Cabinet consider the proposed Traffic Regulation Order Amendments to ensure that the proposed Order fulfil these plans.</p>			

1. Background

1.1 The Council utilises a Traffic Regulation Order to set out the operation of our town centre car parks, this includes the named car parks and parking rules by which enforcement officers work to.

1.2 The delivery of the new Castle Car Park is key to the delivery of the town centre regeneration plans and having a modern safe multistorey car park which meets the needs of town centre users is key to the delivery of the Car Parking Strategy. To make the new Castle Car Park operational it needs to be included in the Traffic Regulation Order to replace the to be closed Midway and Ryecroft surface car park provision.

- 1.3 One of the other key regeneration schemes is the redesign of the lower High Street and the proposal to introduce a 20 minutes maximum parking provision, known as Nipper Parking, as it aims to support town centre users to nip to local retailers or businesses to complete a quick transaction.

2. Issues

- 2.1 The Ryecroft site is the key redevelopment site underway in the town centre. Part of the Ryecroft car parking area has been redeveloped for the new Castle Car Park and the remaining site is planned for redevelopment and subject to planning permissions. It is therefore necessary to cease the operation of the Ryecroft car park provision as the rest of the site is redeveloped.
- 2.2 The delivery of the new Castle Car Park within the town centre ring-road will serve the needs of the town centre and therefore replaces the Midway Car Park which no longer meets the modern expectations of users.
- 2.3 The provision of off-street limited waiting 20 minutes maximum parking provision will provide additional options for drivers to go to a local business, this supports the local business economy. It is proposed to have four limited waiting time bays at the lower end of the High Street. There is no charge for this parking but there are restrictions on the maximum stay of 20 minutes and no return within 3 hours. Blue badge holders are still subject to the maximum period of waiting. Limited waiting is applicable from 8am to 6pm, Monday to Sunday. Appendix 2 shows a plan for the site and outlines the plans for the provision of four parking bays. These proposals are set out in the proposed Order.
- 2.4 The Council advertised the Proposed Order on 6th September in the Sentinel seeking objections by 4th October. There have been no objections.

3. Recommendation

- 3.1 That Cabinet:
- Adopts the Traffic Regulation Order Amendments, as set out in Appendix 1, to open the new Castle Car Park and close the Midway Car Park and Ryecroft surface car park provision along with introducing a 20 minutes parking stay provision at the bottom of High Street, near the existing taxi rank.

4. Reasons

- 4.1 The recommendation is to amend the 2017 Traffic Regulation Order so that the new car parks; Castle and High Street are subject to the same operational requirements as the other car parks such as parking within the lines. Should the Council wish to update the regulations further in the future then then can be made through another further amendment.

5. Options Considered

5.1 The Council has a choice where to include the new Castle Car Park and High Street Car Park in a new Traffic Regulation Order or to amend the existing 2017 Order.

6. Legal and Statutory Implications

6.1 The Council operates the town centre off-street car parks in line with the Traffic Management Act 2004 and is required to be covered by a Traffic Regulation Order to state the operational conditions as per the Road Traffic Regulation Act 1984.

7. Equality Impact Assessment

7.1 The new Castle car park has been designed to specifically included disabled bays and accessible EV charging points.

8. Financial and Resource Implications

8.1 The charges for the new car parks; Castle and High Street are set out in the Proposed Order Appendix as they form part of the operational policy in the TRO schedule.

8.2 The charges for the Castle Car Park will be used towards meeting the costs of the development and form part of the business case.

9. Major Risks & Mitigation

9.1 Without any TRO the Council would be unable to enforce on the car parks, this would mean that drivers could park anywhere regardless of lining and potentially lead to dangerous situations.

9.2 There is a risk that drivers won't pay for parking in terms of Castle car park or may over stay in terms of the High Street and to mitigate against this there is a parking enforcement team that can issue penalty charge notices.

10. UN Sustainable Development Goals (UNSDG)

10.1 The provision of good quality parking in the right locations can contribute to the following UNSDG's:

3 GOOD HEALTH
AND WELL-BEING



7 AFFORDABLE AND
CLEAN ENERGY



8 DECENT WORK AND
ECONOMIC GROWTH



11 SUSTAINABLE CITIES
AND COMMUNITIES



11. One Council

Please confirm that consideration has been given to the following programmes of work:

One Commercial Council

The development of the new Castle car park was undertaken in line with an approved business plan, income from cars parking will be used to meet costs incurred from the development.

One Digital Council

The Council is seeking to utilise digital technology within the permitted car parking Acts, this includes the use of parking permits for those regularly parking in the town centre.

One Green Council

The Castle car park include Electric Vehicle charging to support town centre users with electric cars. Without the provision of suitable charging residents are less likely to consider purchasing more environmentally friendly vehicles.

12. Key Decision Information

12.1 Not applicable.

13. Earlier Cabinet/Committee Resolutions

13.1 Cabinet has received a number of reports regarding the regeneration plans for the town centre and specifically the development of the Castle Car Park. The key Cabinet report on the Castle Car Park was the contract award in June 2023.

14. List of Appendices

14.1 Appendix 1: TRO Order

14.2 Appendix 2: TRO High Street Nipper Parking Plan

14.3 Appendix 3: TRO Castle Car Park Plan

14.4 Appendix 4: TRO Statement of Reasons

15. Background Papers

15.1 None.