

**THE SHROPSHIRE COUNCIL  
(PROHIBITION AND RESTRICTION OF WAITING AND PARKING PLACES)  
(CONSOLIDATION) ORDER 2009 (VARIOUS ROADS, SHREWSBURY)  
(AMENDMENT) ORDER**

**Statement of Reasons**

Shropshire Council as the local Highway Authority proposes to make a permanent Order under sections 82(2) and 83(2), and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, the effects of which are set out on drawing number 70107870-WSP-HGN-AS-DR-SK-104.

Shropshire Council is duty-bound pursuant to Section 122 of the Road Traffic Regulation Act 1984 (as amended) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

**BACKGROUND**

Highway improvements to the gyratory include wider footways for pedestrians along Cross Street through the removal of a traffic lane, and the introduction of a segregated two-way cycleway through the removal of a traffic lane on Castle Foregate. The removal of these traffic lanes would improve air quality by reducing the levels of air pollution beneath the railway bridges. To complement these improvements, changes to the existing waiting and loading restrictions would be required to ensure the smooth flow of traffic.

**PROPOSALS**

Drawing 70107870-WSP-HGN-AS-DR-SK-103 shows the existing parking and waiting restrictions. The majority of the site extents is currently subject to No Waiting At Any Time, and No Loading Mon-Sat 8.15am-9.15am and 12.15pm-1.15pm and 4pm-6pm. These are denoted throughout the gyratory scheme by way of double yellow lines, yellow kerb 'blips', and signage stating the durations during which loading is not permitted. This Order would introduce a 'Restricted Parking Zone' (RPZ) with No Waiting At Any Time/ No Loading At Any Time. This zone would effectively mean that the restrictions within it are communicated with signage only, with no road markings which are considered visually intrusive, therefore improving the visual aesthetic of the area. This would effectively create an extension to the existing town centre RPZ's therefore unifying the parking policy across the town centre.

The entry points to the Restricted Parking Zone would be clearly signed and repeater signs would be mounted at appropriate spacings throughout the zone in accordance with the requirements set out in the Traffic Signs Regulations and General Directions 2016.

Under the Traffic Management Act 2004, the parking zone restrictions within this Traffic Regulation Order would be enforced by issuing penalty charge notices (PCNs) for any violations.

The impact of the Zone would mean that on-street loading would no longer be permitted; loading would only be permitted in designated bays. The proposed loading bays are indicated on drawing 70107870-WSP-HGN-AS-DR-SK-104, with one at the southern end of Chester Street and one outside no. 13 Castle Foregate. To ensure access is maintained for deliveries on Castle Foregate, a section of the existing limited waiting would be designated as loading bay. As a result, the total length of the limited waiting would be reduced from 97m to 63m. The bays would permit loading 24 hours a day/ seven days a week.

The removal of on-street loading within the RPZ will help to ensure that the carriageway space prioritises the flow of traffic and allows provision of road space for a segregated two-way cycleway for cyclists on Castle Foregate.

There is an existing Limited Waiting (Mon-Sat 8am-6pm, 2 Hours/ No Return within 2 Hours) outside no.27 Castle Foregate. As part of these proposals this would become part of the RPZ i.e. No Waiting At Any Time/ No Loading At Any Time.

On either side of this existing bay are short lengths of No Waiting At Any Time with no restrictions on loading. As part of these proposals these would also become Restricted Parking Zone with No Waiting At Any Time/ No Loading At Any Time.

The existing pay and display parking on Chester Street would be removed to allow for carriageway widening at the southern end to facilitate two-way traffic. The proposal seeks to introduce two disabled parking bays at this location to ensure that accessibility for disabled people is retained.

There is an existing section of carriageway at the junction of Castle Foregate and St Michaels Street (opposite the junction with New Park Road) where on street loading is permitted for limited durations throughout the day. As part of these proposals, this section would fall outside of the RPZ due to difficulty locating the zone entry signage around the junction mouth.

The statutory reasons for proposing the new Order as set out in Section 1(1) of the Road Traffic Regulation Act 1984 are:

- a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- c) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property
- d) without prejudice to the generality of paragraph (c) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot

- e) for preserving or improving the amenities of the area through which the road runs
- f) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

### **Equality Act 2010**

Thorough consideration has been given to the equalities duty of the Council under Section 149 of the Equality Act 2010.

A four-week public engagement was held on the design proposals in February/ March 2024. This was thoroughly publicised through a postcard mail drop, via the council's website, social media posts, and a press release. Further to this there were three public drop-in events in the town centre. Key stakeholders have been consulted with throughout the design process including Shrewsbury town council and local businesses in the project area and this work continues to be ongoing.

Shropshire Council  
April 2025