

Cannock Chase District Local Parking Committee

August 14th 2012

Investigation and Feasibility into On-Street Parking charges within Cannock

Recommendations of the Chair of the Cannock Chase District Joint Parking Committee.

1. That a total of 23 new, on street charged for parking bays are created within Cannock Town Centre to encourage short stay shopping thereby offering motorists flexibility and choice and play a part in supporting the local economy.
2. A review of the new sites is carried out within 6 months of their provision to determine whether existing parking bays in the Town Centre should have waiting times extended via the introduction of on street charging thereby offering motorists further flexibility and choice and play a part in supporting the local economy.

Background

3. Civil Parking Enforcement, under the banner of 'Clear Streets' aims to reduce the instances of illegal parking on the highway that blocks roads, hinders emergency services, disrupts local businesses and puts other highway users at risk. It supports the network management duty by making the best use of the available network, improving traffic flows to reduce wasteful traffic delays.
4. Parking provision can determine where people choose to live, work, shop and play¹ and the provision of additional spaces in town centres offers motorists flexibility and choice and can play a part in supporting the local economy.
5. Cannock Town Centre currently offers a mix of Cannock Chase District Council off-street paid for car parks, free parking at local supermarkets and parking in bays.
6. Following the meeting in July, Officers were tasked to compile a report on the removal of existing parking restrictions to create additional short stay parking bays by amending existing traffic orders that currently prohibit on street parking.
7. Without time limits on parking and, a suitable enforcement regime, there is a strong risk that rather than encouraging extra shoppers, additional on-street spaces are filled by long stay commuters. The following sites are considered suitable for the creation of additional on street short stay parking bays to play a part in supporting the local economy.
8. Manor Avenue – Opposite the library – Currently 'No Waiting', however it may be considered for on-street parking. The District Council operates a long stay car park in this area of the Town Centre with a one off daily charge. The Council do receive a number of comments from customers wishing to use

the Library and other businesses on that side of town wishing to park for a short period rather than all day. The introduction of an on street parking facility would be advantageous to such customers and it should be possible to introduce up to 6 bays at this location.

9. Stafford Road – Adjacent to Bus Depot to Royal Oak- Currently ‘No Waiting’ however it may be considered for on-street parking. It should be possible to introduce up to 7 bays at this location.
10. Mill Street – Adjacent to Morrison’s – Currently ‘No Waiting’ on both sides including cycle routes towards and from the railway station. It may be feasible to create up to 10 bays by adjusting the current order and moving the cycle route on one side. The Committee has received requests at previous meetings in regards to adjusting the traffic order on Mill Street. This was to accommodate the businesses that operate on Mill Street and to alleviate complaints of on street parking congestion further down by the Station within the residential area.
11. Currently there are a total of 60 existing bays that are free to use of which 26 are designated for Disabled Parking. The addition of 23 new parking bays would bring the total number available to 83, meaning that 31% of the available bays are for Disabled use. The required minimum is 6%.
12. The following financial examples assume that no exemption to the charge is given to Disabled Users in the 23 new bays.
 - The order would apply from 8:00 am to 6:00pm, Monday to Saturday
 - Charge rate of 50p per 30 minutes maximum stay 1 hour.
 - Income £1.00 per hour x 23 bays x 10 hours x 6 days x 52 weeks x occupancy %
 - 3 no Ticket Machines

	25% Occupancy	50% Occupancy	75% Occupancy	
Income	£17,900	£35,800	£53,800	
<u>Set up costs</u>				
Traffic Order	£3,000	£3,000	£30,00	
Changes to Signs and Lines	£3,500	£3,500	£3,500	
Ticket Machine costs	£15,000	£15,000	£15,000	£5000 each
Total set up costs	£21,500	£21,500	£21,500	

	25% Occupancy	50% Occupancy	75% Occupancy	
<u>Running Costs</u>				
Empty machines	£3,500	£3,500	£3,500	Based on approx. £23 each per week
Enforcement costs	£0	£0	£0	
Counting costs	£220	£440	£670	£1.25 per £100
1 st line maintenance	£630	£630	£630	£17.50 per machine per month
Electricity	£500	£500	£500	
Total Running Costs	£4,850	£5,070	£5,300	
First year surplus	£(8,450)	£9,230	£27,000	
Subsequent years	£13,050	£30,730	£48,500	

13. Consideration will be given to the use of 'solar powered' on street Ticket Machines where appropriate.

14. Any surplus income raised from Civil Parking Enforcement (after repayment of deficits) is ploughed back into further transport and parking improvements within the District of origin.

Equality implications

Not Exempting Blue Badge Holders from the charge will disadvantage them but as previously stated the town centre disabled bay provision is well above the required minimum.

Legal implications

Each proposed change to a current or future traffic order either full or part time will require a traffic regulation order to be published in accordance with The Local Authorities Traffic Orders(procedures)(England and Wales)Regulations 1996.

Resource and Value for Money Implications

Although a deficit could be made in the first year with the lowest income level a surplus should be made in each subsequent year. Any surplus in the Civil Parking Enforcement account can be used to fund additional traffic management projects.

Risk implications

There are no significant risks arising from the report

Climate Change Implications

Electricity Usage from each Metered Site

Background Information

1. Federation of Small Businesses – Keep Trade Local

<http://www.fsb.org.uk/keeptradelocal/images/fsbparkinglores.pdf>

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