

Item No. On Agenda

<b>Local Members Interest</b>	

**CANNOCK CHASE JOINT PARKING COMMITTEE  
(24<sup>TH</sup> APRIL 2013)**

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**Prioritisation of parking related Traffic Regulation Orders**

**Recommendations of the Corporate Director for Development Services**

That the Cannock Chase Local Parking Committee either;

- Consider the new requests for traffic orders and prioritise them against the order agreed at the previous meeting. Attached at Appendix 1 for further investigation and implementation subject to Statutory Consultees approval.

Or decides the issues do not need to be actioned and adds them to the list of proposals not to be progressed.

- Review the priorities list to ensure the schemes already listed are still relevant and replace with schemes already approved but not yet listed should spaces be made available.

**Report of Corporate Director for Development Services**

**Reasons for Recommendations**

The Staffordshire Parking Board, at it's meeting of 14<sup>th</sup> September 2009, extended the powers of the Joint Parking Committees to enable Members to influence the prioritisation of parking related Traffic Regulation Orders (TRO's) and therefore empower the Committee's to be more responsive to locally important issues.

## **Background**

1. In May 2009 the County Council's Staffordshire Highways created a new Community Highway Liaison team to promote the County Council's locality working agenda in response to government's 'Communities in Control' white paper.
2. Two of the main focuses of the team were to develop appropriate systems and procedures in conjunction with local community representatives:
  - a. To help manage the expectations of all customers of the highway service, including the delivery of statutory functions and the prioritisation of local transport strategies, local traffic management and community highway improvements.
  - b. To identify multi-agency and self-help solutions to local traffic management and community highway issues.
3. Staffordshire Highways' team has a wide experience of traffic management solutions to improve locally problematic parking related issues. However, each year more requests are received for action than resources permit to be processed and introduced. As a consequence most officer time is spent investigating individual requests for action which may not have full community support. The impact of this is that more time is spent investigating solutions than delivering solutions.
4. On 14<sup>th</sup> September 2009 the Joint Staffordshire Parking Board received a report from Corporate Director for Development Services regarding the prioritisation of parking related Traffic Regulation Orders. Prior to approving the recommendations of the Cabinet Lead Member for Regeneration and Infrastructure it was agreed that in presenting priorities to Local Parking Committee (LPC) an initial assessment of requests would be undertaken by his Directorate and a commentary provided to the LPC. It would then be the responsibility of the LPC to assign each request with a priority having regard to the wishes of the local community. (Minute 18 refers)
5. The Joint Staffordshire Parking Board then resolved to extend the remit of all eight Local Parking Committees to influence the prioritisation of requests for new, or amendments to existing, parking related Traffic Regulation Orders within their administrative areas. (Minute 19 refers)

## **Notes to be read in conjunction with Appendix 1**

1. The list of locations outlined at Appendix 1 part A covers all current known requests for new, or amendments to existing, parking related TRO's in the Cannock Chase administrative area which we believe reasonably satisfy the criteria for investigation into implementing a Traffic Regulation Order.

## ENCLOSURE 5.3

2. Where informal public consultations have already commenced these will appear with in Appendix 1 part C and prioritised as “Committed Priorities”. It is expected that these commitments would be honoured.
3. Officer’s comments relating to each of the locations are provided for guidance under the heading “Commentary on initial assessment of requests” below to assist members in reaching their considered opinion on the priority order. For instance, where a detrimental impact on a proposal on an adjacent street is likely this will be considered as part of the original solution.
4. However, where a wider impact is likely then remedial action will be prioritised through alternative mechanisms which may include; Residents Parking Zone (RPZ’s), a capital scheme, on-street parking charges etc. this list is not intended to be exhaustive.
5. Where it is the opinion of Staffordshire Highways that a parking related problem, or solution, does not exist then reasons are provided. Further investigations will not be made at these locations. These appear with in Appendix 1 part B.
6. A target of advertising four parking related TRO’s per rolling 12 month period has been set per authority and progress will be reported regularly to the LPC, enabling local monitoring of success.
7. Priority ratings within Appendix 1 are based on the targeted year of advertisement of parking related TRO’s.
8. It is not considered desirable to have a longer priority list than can reasonably be expected to be delivered within a five year timeframe. Therefore, it is the intention to omit, from future reports, locations with a priority rating lower than 5, unless specifically requested by the Committee.
9. Once local priorities have been agreed by the LPC, Staffordshire Highways officers will actively pursue solutions through local consultation and include the elected County Member and respective District Ward Members and Parish Council, where applicable, in these consultations.
10. Once officers feel that a deliverable solution exists, which has the support of the County Councillor and Staffordshire Police, a further report outlining the views of all Statutory Consultees will be bought to the LPC for approval, prior to the necessary advertisements being published in accordance with highway legislation.

11. Staffordshire Highways will inform the generator of the initial request for new, or amendments to, parking related TRO's of the outcome of the priority assessment made by the LPC, but will not enter into any further correspondence, other than to advise that issues arising between LPC meetings will be placed on the agenda of the next available meeting.

**Commentary on initial assessment of requests**

See Appendix 1

**Equalities implications:**

This report has been prepared in accordance with the County Council's policies on Equal Opportunities.

**Legal implications:**

There are no significant legal implications arising out of this report.

**Resource and Value for money implications:**

Sufficient resources are available within the Community Highway Liaison team to advertise and implement four new, or amendments to existing, parking related Traffic Regulation Orders per authority per rolling 12 month period.

**Risk implications:**

There are no significant risks arising out of this report.

**Climate Change implications:**

There are no Climate Change implications arising from this report.

**Appendix 1**

**Report author:**

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