

**Cannock Chase District Council Joint Parking Committee  
22 January 2013**

**CIVIL PARKING ENFORCEMENT (CPE)  
Residents Permit Parking (Victoria Street, Cannock)**

**Recommendations of Staffordshire County Council Cabinet Member (Highways and Transport):**

1. It is recommended that:
  - (a) Members note the contents of this report.
  - (b) Members approve the continued development and implementation of a Residents Permit Parking Scheme in Victoria Street, Cannock.
  - (c) Members approve that upon completion of the Victoria Street scheme further consideration be given to assessing the introduction of a similar scheme for both Queen Street and Newhall Street.

**Report of the Deputy Chief Executive and Corporate Director of Place**

**PART A**

**Why is it coming here – what decisions are required**

2. To update Members of the progress in introducing a permit parking scheme in Victoria Street, Cannock and to confirm a future course of action

**Reasons for Recommendations**

3. To advise Members of the current position regarding the development of a Residents Permit Parking scheme in Victoria Street, Cannock and to seek Members continued support for the introduction of the scheme.

**PART B**

**Background:**

4. Members will recall at earlier meetings supporting the introduction of a residents parking scheme in Victoria Street Cannock. This report seeks to update Members of the current position and confirm Members support for the implementation of the scheme.
5. The Traffic Regulation Order required to give effect to the permit parking scheme has been publicly advertised with one formal letter received and one further representation made by telephone call. A resident of Newhall has no objections to the scheme if they can obtain a permit to park but objects if they cannot. Currently the objector utilises available parking in Victoria Street when unable to park Newhall Street. It is considered inappropriate to offer this resident a permit as they have no direct pedestrian or vehicular access of Victoria Street.

6. The inclusion of both Wolverhampton Road and Newhall Street within the current scheme was discounted by Members at a previous meeting. Consideration was given to including adjacent streets within the scheme to help create a more traditional zonal restriction. However, given the 'through route' nature of Queen Street and the northern end of both Wolverhampton Road and Newhall Street it was considered parked vehicles would increase congestion.
7. With regards to the introduction of residents parking in the southern sections of Newhall Street and Wolverhampton Road, it would be necessary, due to the nature of the roads, for on-street parking to be formally allowed on one side only. This would result in there being less flexibility in parking arrangements with the loss of some of the current parking space.
8. To open up Victoria Street to certain residents of Newhall Street and possibly Wolverhampton Road and not others is difficult to defend as criteria would need to be established to determine who is successful and who is not. Previous consultation with residents of Victoria Street indicates that few if any spaces are likely to be available in any case should Victoria Street residents be given priority. To offer permits to all those likely to request them from adjacent streets would result in Victoria Street being over subscribed and the scheme failing.
9. On this basis Staffordshire County Council has, under its Scheme of Delegation, overruled the formal objection thereby allowing the introduction of the permit parking scheme should members so wish.
10. Members support is sought to continue to develop and implement a scheme for residents of Victoria Street. As part of the current scheme it is considered appropriate that any residents of Newhall Street and Wolverhampton Road with direct access to their property from off Victoria Street should be offered a permit to park in Victoria Street.
11. If Members are in agreement the next stage is for further discussions to be held between officers of both District and County councils to finalise permit details and costs of permits and a joining fee, (the former will fund the administration of the scheme and enhanced enforcement. The latter is required to recover certain set up costs. Members will recall that such schemes should seek to be cost neutral to both local authorities). It is anticipated that the fee for a Permit should be no more than £50 per annum (concessions may be available for the more vulnerable residents) with the one off joining fee being in the region of £40. Further consultation will then be undertaken with residents of Victoria Street. Formal applications for permits will be requested and arrangements will be made to bring the scheme into operation. It should however be remembered that if there is insufficient 'take up' of permits the scheme may still fail. Members will be advised of developments.
12. Given the on-going concerns of residents of Newhall Street about the difficulties being experienced in parking close to their properties it is recommended that following on from the conclusion of the Victoria Street scheme further, more detailed, consideration of a similar scheme for Newhall Street is considered. Members may recall that the next area given priority for consideration was Queen Street and as this is in close proximity to Newhall Street both could be considered simultaneously.

**Future Proposals:**

13. As indicated in paragraph 11 above Queen Street was originally decided as the next area to be considered for permit parking. If members wish this could be considered

alongside further consideration of Newhall Street. Following on from those considerations Members will again be asked to consider what area, if any, should then be considered.

### Appendix 1:Community Impact Assessment

Name of Policy/Project/Proposal: <b><u>Civil Parking Enforcement (CPE) - Residents Permit Parking (Victoria Street, Cannock)</u></b>		
Responsible officer: Kevin Smith		
Commencement date & expected duration: On-going		
	Impact Assessment	
	+ve/ neutral/ -ve	Degree of impact and signpost to where implications reflected
Outcomes plus		
Prosperity, knowledge, skills, aspirations	+ve	Transport, parking and highway operations support the planned economy; with parking enforcement improving traffic flows supporting businesses and communities; Improved public realm.
Living safely	+ve	Road safety: reductions in road casualties and antisocial use of vehicles.
Supporting vulnerable people	+ve	Poorly and inconsiderately parked vehicles can often obstruct pavements badly affecting the passage of wheelchair users.
Supporting healthier living	+ve	Sustainable transport / accessibility options; enhanced public realm.
Highways and transport networks	Neutral	
Learning, education and culture	Neutral	
Children and young people	+ve	Road safety: reductions in road casualties and antisocial use of vehicles.
Citizens & decision making/improved community involvement	Neutral	
Physical environment including climate change	Neutral	
Maximisation of use of community property portfolio	Neutral	
Equalities impact: This report has been prepared in accordance with the County Council's policies on Equal Opportunities and in fact CPE strongly supports social inclusion as the needs of those with disabilities, vulnerable adults and children, as well as economic regeneration are specifically met by a well-managed system of car parking provision and controls.		
Age	+ve	Improved transportation for those too young to drive: Walking, cycling and public transport delivery.

Disability	+ve	Provision of integrated transport infrastructure compliant with DDA requirements.
Ethnicity	Neutral	
Gender	Neutral	
Religion/Belief	Neutral	
Sexuality	Neutral	
	<b>Impact/implications</b>	
<b>Resource and Value for money</b> In consultation with finance representative	The initial investigations associated with the development of the RPZ requests is provided as part of the County Councils highway responsibilities however, the development of detailed schemes and implementation has to be funded from the CPE Appropriation Account for the District, after providing for a reasonable reserve of 10% of the gross annual operating cost in the CPE account. The CPE Appropriation Account is built up from surpluses that arise after contributing to the eligible start up costs (including first year deficits) paid for directly by the District and County Council in the relevant District Council Area and currently is in deficit. Consequently, the set up costs will have to be met from another source of funding, potentially a 'joining fee' levied on permit holders and it will be necessary to seek their agreement to meeting any such fee, as well as the annual permit fee, before the scheme can be fully implemented.	
<b>Risks identified and mitigation offered</b>	There are no risks associated with this report at this stage.	
<b>Legal imperative to change</b> In consultation with legal representative	The making of a formal permit parking scheme requires a TRO and this is a formal legal process covered by the County Councils scheme of delegations and constrained by legislation, set procedures and consultation process.	

### Health Impact Assessment screening:

- In summary no significant negative impacts on public health have been identified in respect to the outcomes of this report.

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### Background Documents:

- (i) SCC Policy and Guidelines for Residents Parking
- (ii) Previous reports to Cannock Chase Joint Parking Committee