

Item No. 5. On Agenda

<b>Local Members Interest</b>	

**CANNOCK CHASE JOINT PARKING COMMITTEE  
(22<sup>ND</sup> OCTOBER 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 its 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

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- 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.
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.

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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 brought 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

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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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**STAFFORDSHIRE PARKING BOARD**

**Prioritisation of parking related Traffic Regulation Orders**

Report for the consideration of parking related Traffic Regulation Order requests within the Cannock Chase District

**APPENDIX 1 – Part A**

**Requests for further investigation and possible implementation**

**Bryans Lane Rugeley:**

**Problem:**

There is a small section of Bryans Lane between Morrisons island and the Fire Station where vehicles are parking which is causing difficulties for the free flow of traffic.



**Comments:**

Complaints have been received by various sources and the local PCSO has requested we look into the provision of restrictions, it is alleged that parking is taking place by the staff visiting nearby Sneydlands and Fierro's garage. The area is on a bend and hinders visibility for drivers seeing oncoming traffic.



**Recommendation:**

There are some terraced houses fronting this section of road which do not benefit from off road parking, any restrictions should be mindful to be timed so as not to be detrimental to the residents.



## STAFFORDSHIRE PARKING BOARD

### **Prioritisation of parking related Traffic Regulation Orders**

Report for the consideration of parking related Traffic Regulation Order requests within the Cannock Chase District

#### **APPENDIX 1 – Part B**

#### **Green Heath Road, Cannock:**

##### **Problem:**

Complaints have been received by a few residents that people are parking on the footway/service road fronting their properties (346 – 338) when dropping off and collecting children from the nearby Pye Green Valley Primary School.



##### **Comments:**

Keep Clear marking has been painted on the shared access with an extended access protection marking fronting the dwelling accesses with no prevail.

##### **Recommendations:**

There are restrictions on the carriageway by way of double yellow lines which enforce this area as the double yellow lines restriction is enforceable to the extent of the rear of the highway boundary which includes the footway.



**STAFFORDSHIRE PARKING BOARD****Prioritisation of parking related Traffic Regulation Orders**

Report for the consideration of parking related Traffic Regulation Order requests within the Cannock Chase District

**APPENDIX 1 – Part C****Update on Current Traffic Regulation Order Progress.****Priority (2012/13)**

**Brunswick Road/Hanover Place – Cannock** – Completed. The restrictions have been installed and is currently being monitored. There have been a couple of instances where staff for the hospital have been seen double parking further up Brunswick Road where the restriction end which is causing an obstruction for the free flow for the buses.

**A34 Stafford Road, Cannock** – In progress. As part of the planning permission granted for a new development the County Council secured a sum of money from the developer for implementation of a TRO. Parking and a servicing plan will be implemented within the new development. However to prevent any parking on the carriageway outside the store the County Council sought for the implementation of a No waiting/Loading at any time restriction across the site frontage.

**Market Street, Hednesford.** – In progress. A proposal has been accepted to increase the current 20 minute waiting limit to a 40 minute waiting limit to provide more time for shoppers to stay and shop for longer at Market Street Hednesford. On street notices and advertisement of the proposal will be 25.09.13 with the consultation period ending on 31.10.13.

**On-Street Parking Charges, Cannock Town Centre** – Report enclosed.



## Cannock Chase District Local Parking Committee

August 14<sup>th</sup> 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 play<sup>1</sup> 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

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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 is 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, No Return within 2 Hours
  - 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	
<b>Income</b>	<b>£17,900</b>	<b>£35,800</b>	<b>£53,800</b>	
<b><u>Set up costs</u></b>				
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
<b>Total set up costs</b>	<b>£21,500</b>	<b>£21,500</b>	<b>£21,500</b>	

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	<b>25% Occupancy</b>	<b>50% Occupancy</b>	<b>75% Occupancy</b>	
<b><u>Running Costs</u></b>				
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 <sup>st</sup> line maintenance	£630	£630	£630	£17.50 per machine per month
Electricity	£500	£500	£500	
<b>Total Running Costs</b>	<b>£4,850</b>	<b>£5,070</b>	<b>£5,300</b>	
<b>First year surplus</b>	<b>£(8,450)</b>	<b>£9,230</b>	<b>£27,000</b>	
<b>Subsequent years</b>	<b>£13,050</b>	<b>£30,730</b>	<b>£48,500</b>	

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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Unique ID	Decided Priority	Road name, Settlement	Traffic management problem	County Member	District Ward	Parish Council
<b>2010/11</b>						
W2/10/004	1	Greenfields, Cannock	Parking problems for residents. Change DYL to SYL timed restriction.	Patrick Corfield	Cannock Chase	Non Parished
W2/10/005	1	Wood Lane, Cannock	Parking problems outside the school. SYL timed restriction and DYL.	John Bernard/Phillip Jones	Cannock Chase	Hednesford & Rawnsley
W2/10/006	1	Old Fallow Road, Chadsmoor	Removal of traffic order circumstances changed	Derek Davis	Cannock Chase	Non Parished
W2/10/007	1	Towers Business Park, Rugeley	HCV Overnight Parking	Ray Easton	Cannock Chase	Rugeley Town
W2/12/013	3	Eskrett Street, Hednesford	Revoke double and single restriction both sides	John Bernard/Phillip Jones	Cannock Chase	Hednesford
<b>2011/12</b>						
W2/11/008	1	Cecil Street, Chadsmoor	Traffic order obsolete School no longer there	Derek Davis	Cannock Chase	Chadsmoor
	2	John Street, Chadsmoor		Derek Davis	Cannock Chase	Chadsmoor
W2/11/009	3	Hickling Road, Kingswood	HCV Overnight Parking, look at area as a whole to include Aggreko	John Rowley	Cannock Chase	Norton Canes
W2/11/010	4	Park Street, Bridgetown	Change of use amend order	Patrick Corfield	Cannock Chase	Bridgetown
W2/11/011	0	Talbot Road, Rugeley	Restrictions to solve issues with parking outside the school	Ray Easton	Cannock Chase	Brereton & Ravenhill
<b>2012/13</b>						
W2/12/012	3	Church Street, Rugeley	Remove restrictions outside pub	Geoff Martin	Cannock Chase	Rugeley Town
W2/15/013	2	Mill street, Spring Street, Remington	Requests to amend the current TRO, extend current marking to protect junction and properties in Spring Street	Patrick Corfield	Cannock Chase	Non - Parished
W2/15/016	1	Brunswick Road / Hanover Place Cannock	Junction protection	Patrick Corfield	Cannock Chase	Non-Parished
W2/999		Cannock On street Parking Charges - Proposed Scheme	Following recommendations of the report consultation with Town retailers in	Patrick Corfield	Cannock Chase	Non-Parished
<b>Updated 17/07/13 2013/14</b>						
W2/12/018	1	Post Office Lane, Slitting Mill	Problems with footway parking AONB	Geoff Martin	Cannock Chase	Rugeley
W2/12/019	2	Market Street, Hednesford	Committee supported change from 20min waiting to 40min limited Waiting	George Adamson	Cannock Chase	Hednesford
W2/13/017	3	Sheep Fair, / Lion Street Rugeley	Request for limited parking next to park	Alan Dudson	Cannock Chase	Rugeley Town
W2/13/020	4	Reserve for amending Mill Street /Spring Street if on Street Parking charging scheme is not implemented.	Removal of part of order to benefit retail shops opposite Morrisons. Also extend order slightly in Spring Street to prevent rail parking	Alison Spicer	Cannock Chase	Non-Parished

W2/13/021	<b>5</b> <b>(Resource dep)</b>	Anglesey Street, Hednesford (link to Market Street)	Look to extend current restriction from co-op junction approx 10mtrs to the right	George Adamson	Cannock Chase	Hednesford
W2/999	<i>On Hold - New Committee requested report at next meeting Oct-13</i>	Cannock On street Parking Charges - Proposed Scheme	Following recommendations of the report consultation with Town retailers in progress	Alison Spicer	Cannock Chase	Non-Parished

**2014/15**

Pending		Girton Road, Cannock	Supported at committee 17/07/13 - consider limited waiting	Alison Spicer	Cannock Chase	Non-Parished
Pending		Beecroft Road, outside Post Office	Supported for action at Committee 17/07/2013 Consider short section of	Alison Spicer	Cannock Chase	Non-Parished
Pending		Coniston Way / Ullswater Place	Existing restrictions in part, however consider extending due to problems with	Alison Spicer	Cannock Chase	Non-Parished
Pending		Pye Green Road, Cannock	Problems with school parking	Derek Davis	Cannock Chase	Chadsmoor

**Requests requiring prioritisation**

W2/14/021	<b>TBR</b>	Martindale, Cannock	Restrictions to remove parked HCV's from around the business premises	Derek Davis	Cannock Chase	Chadsmoor
W2/14/022	<b>TBR</b>	Littleworth Hill, Hednesford	Restrictions to remove parents parking.	George Adamson	Cannock Chase	Hednesford
W2/14/023	<b>TBR</b>	Ascot Drive, Cannock	Parking issues at school time	Alison Spicer	Cannock Chase	Non - Parished
W2/14/024	<b>TBR</b>	Arch Street, Rugeley	Reduce current DYL restriction	Alan Dudson	Cannock Chase	Rugeley
	Jan-12	Wolverhampton Road, Cannock	Outside WMC to prevent double parking		Cannock Chase	Non-Parished
	Jan-12	Girton Road, Cannock	Problems with rail users using Girton Road, rather than pay the car park fee		Cannock Chase	Non-Parished
	Jan-12	Heron Street, Rugeley	Extend existing order		Cannock Chase	Rugeley Town

**Requests requiring further continued review**

	Apr-13	Mill Lane, Rugeley	People parking in Mill Lane to avoid paying to park at Morrisons. More time to monitor the situation.		Cannock Chase	Rugeley
	Apr-13	Brookfield Road, Cannock	Issue with HGV being able to turn due to parked vehicles in turning head. Monitor		Cannock Chase	Non - Parished
	Apr-13	Market Street Hedneford	Review current waiting time of 20mins?		Cannock Chase	Non - Parished
	Jan-13	Old Fallow Road , Cannock	Junction protection markings required		Cannock Chase	Non - Parished
	Nov-10	Norton Terrace, Norton Canes	Problems with larger vehicles accessing the street due to cars parked along the street		Cannock Chase	Norton Canes
	Nov-10	New Penkridge Road, Cannock	Parking issues due to school		Cannock Chase	Non - Parished
	Nov-10	Springfield Rise, Hednesford	Junction protection markings required		Cannock Chase	Hednesford
	Nov-10	Mcghie Street, Hednesford	Junction protection markings required		Cannock Chase	Hednesford