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## **JOINT PARKING COMMITTEE**

6.00 pm, Monday, 18 March 2013

**Present:-** Councillor Matt Taylor – in the Chair

Councillors Cairns and Sweeney

In attendance:- Graham Williams (Engineering Manager), David Greatbatch (Community Highway Liaison Manager, Staffordshire County Council) and Louise Stevenson (Scrutiny Officer)

### **1. APOLOGIES**

Apologies for absence were submitted on behalf of County Councillors Dylis Cornes and Simon Tagg.

### **2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

### **3. MINUTES OF LAST MEETING**

**Resolved:** That the minutes of the meeting held on 14 January 2013 be approved as a correct record and signed by the chairman.

### **4. TRAFFIC REGULATION REQUESTS**

A verbal update was provided in respect of traffic regulation requests by Staffordshire County Council and a note was circulated showing new requests received since the previous meeting on 14 January 2013, which would be added to the list. These included measures at Trent Grove, Newcastle, Coppice Road, Talke, Stanton Close, Newcastle, Mow Cop Road, Mow Cop and Grosvenor Place, Newcastle.

**Resolved:** That the position be noted.

### **5. TRAFFIC REGULATION ORDER PRIORITIES**

Further to minute number 6 of the meeting of 14 January, a list was presented of requests submitted by the eight county councillors for the divisions within the borough in relation to the prioritisation of Traffic Regulation Orders.

The committee was requested to select four orders for the county council to implement in 2013/14.

**Resolved:** That the following locations be selected for Traffic Regulation Orders in 2013/14, in the priority order indicated:-

- (1) Parkstone Avenue, Newcastle
- (2) Liverpool Road, Red Street
- (3) The Avenue, Kidsgrove
- (4) Northwood Lane, Clayton

### **6. RESIDENTS' PARKING ZONES**

- (a) A verbal update was provided on progress in relation to the Town Centre East Residents' Parking Zone.

Letters would shortly be sent to residents providing a general update and outlining the next steps. A joining fee of £50 was currently proposed based on an uptake of 80 residents. There would need to be sufficient uptake to ensure the scheme's viability as its cost would be approximately £8,000.

- (b) A report was submitted advising the committee of the receipt of a petition from 49 residents in relation to parking issues in the Dunkirk area of Newcastle.

The petition called for a number of measures including signage, monitoring of vehicles at peak times, issuing of warning notices, enforcement action in respect of persistent parking on footpaths and at junctions, and ongoing monitoring.

**Resolved:** That the content of the petition be noted and Dunkirk be reaffirmed as the next area to be considered for a residents' parking zone.

- (c) A report was submitted in relation to the funding of residents' parking zones.

The introduction of civil parking enforcement had enabled the introduction of residents' parking zones (RPZ) where appropriate and the county council was committed to progressing the introduction of one zone at a time, with the area to the south-east of the town centre currently being considered.

The process of assessing the suitability of an area for a RPZ was resource intensive and included significant amounts of consultation with the residents. This had led to delays in investigating the introduction of RPZs, if suitable, for other areas within the borough. In order to reduce the delays in introducing RPZs, the county council could buy in external consultants to supplement its resources, but funding for this would be needed. Requests had been made to the county council for additional funding to support this acceleration of the program but unfortunately no suitable funding stream had been identified.

It could be possible for the borough council to sponsor the RPZ program, subject to the availability of funding.

The cost to undertake a review of an area for a RPZ was dependent on the response to the consultations with the residents and the area being considered. A budget estimate of between £15,000 and £20,000 would not be unreasonable; this would not include any of the Traffic Regulation Order advertisement costs or the cost of any site works (signing, lining, possible kerbing works, etc).

As the county council was not able to provide funding to accelerate the program, the committee was asked to determine whether it wished to request the Cabinet to consider funding this proposal.

A successful scheme would deter indiscriminate parking, leading to the potential for increased use of the borough's car parks and the associated increase in income.

**Resolved:**

- (1) That, as part of the co-operative agenda, the Cabinet be requested to consider the making of a financial contribution to increase the rate of introduction of residents' parking schemes; and
- (2) Further discussions be entered into with the county council on this matter in pursuance of the co-operative council initiative.

**7. URGENT BUSINESS - WAITING RESTRICTION, BRAMPTON ROAD, NEWCASTLE**

It was reported that the chairman had agreed to this item being considered as one of urgency in accordance with section 100B(4) of the Local Government Act 1972 as the issue had come to the fore since the publication of the agenda for the meeting and to delay its consideration until the next meeting would lead to an unacceptable delay in addressing the financial implications of the issue.

It was reported that the current level of use of the charging restriction on Brampton Road, Newcastle was leading to its operation being unprofitable.

It was therefore proposed that the charging restriction be replaced with a waiting restriction of two hours.

**Resolved:** That the county council be recommended to replace the charging restriction at Brampton Road with a waiting restriction of two hours, subject to the making/modification of the appropriate Traffic Regulation Orders.

**COUNCILLOR MATT TAYLOR**  
**Chair**

The meeting concluded at 6.50 pm.

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<b>Local Members Interest</b>	

## **Newcastle Borough Council Joint Parking Committee 22 July 2013**

### **Review of proposed parking restrictions on Parkstone Avenue**

#### **Recommendations of the Cabinet Member for Communities & Localism**

1. That Newcastle Borough Joint Parking Committee reviews the report for parking restrictions along Parkstone Avenue.
2. That the committee support the recommendation of the report.

#### **Report of Director of Place and Deputy Chief Executive**

##### **PART A**

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

3. To seek confirmation from Members to confirm that following the informal consultation the proposals as detailed should be supported at the formal stage and advertised on site and in the local press.

#### **Reasons for Recommendations**

4. The informal consultation, together with subsequent discussions with individuals confirms that the majority of residents support the original proposal in its entirety.

##### **PART B**

#### **Background:**

5. The Joint Parking Committee prioritised an investigation to look at new parking restrictions along Parkstone Avenue. Some of the residents have requested additional parking restrictions to prevent all day parking from employees of the hospital, students of Newcastle High and parental parking at each end of the day and at weekends.
6. The residents feel that the migration of parked vehicles has come about since the restrictions were placed on The Avenue.
7. The road along Parkstone Avenue is wide enough to accommodate free flowing traffic and parking by placing restrictions on one side of the highway at all times and providing parking bays with a restricted time limit on the other side, allowing vehicles to park for short periods. This would prevent the all day parking that is taking place at present. We have chosen the northeast side (odd) for the double

yellow lines as residents reported that bedrooms are on this side of the road. We have had numerous calls with regards to car radios that wake them along with car doors being closed too loudly disturbing them also.

8. On the 1<sup>st</sup> May 2013 an informal consultation was sent out (with a plan showing the proposal) to all the properties of Parkstone Avenue, 45 in total. We have received 26 responses in favour of the proposals, 5 responses not in favour and no comments from the remaining 14.
9. Of the 26 responses in favour there were four very distinct comments.
  - Concerns about lack of enforcement
  - Would have preferred a Residents Parking Zone
  - Concerns about visitors and workmen
  - Concerns with regards to parents of children at the High School who will continue to flaunt the restrictions
10. Of the 5 responses not in favour their main concerns and comments are listed below.
  - Too restrictive
  - They have large families who visit regularly and for periods longer than 2 hours
  - Keep restrictions on one side allowing un-restricted parking on the other side
  - Reduce the parking bays to Mon-Fri only not 24/7
  - Will reduce the value of properties
11. One particular resident who is not in favour of the restrictions, sent her own letter out to the 45 properties. To date 4 complaints about her letter have been received. No one has changed their original response to the informal consultation because of her letter.
12. One phone call from a gentleman has been received who has paid money for searches on a property he was considering purchasing along Parkstone Avenue. However the parking restrictions have made a big difference to this and he was considering pulling out of his contract.

#### **Equalities implications:**

This report has been prepared in accordance with the County Councils policies on Equal opportunities.

#### **Legal Implications:**

There are no significant legal implications arising from this report.

#### **Resource and value for money implications:**

Sufficient resources are currently available within the Community Highway Liaison Team to advertise and implement the new proposal.



## **Risk implications**

There are no significant risks arising out of this report.

## **Health Impact Assessment screening:**

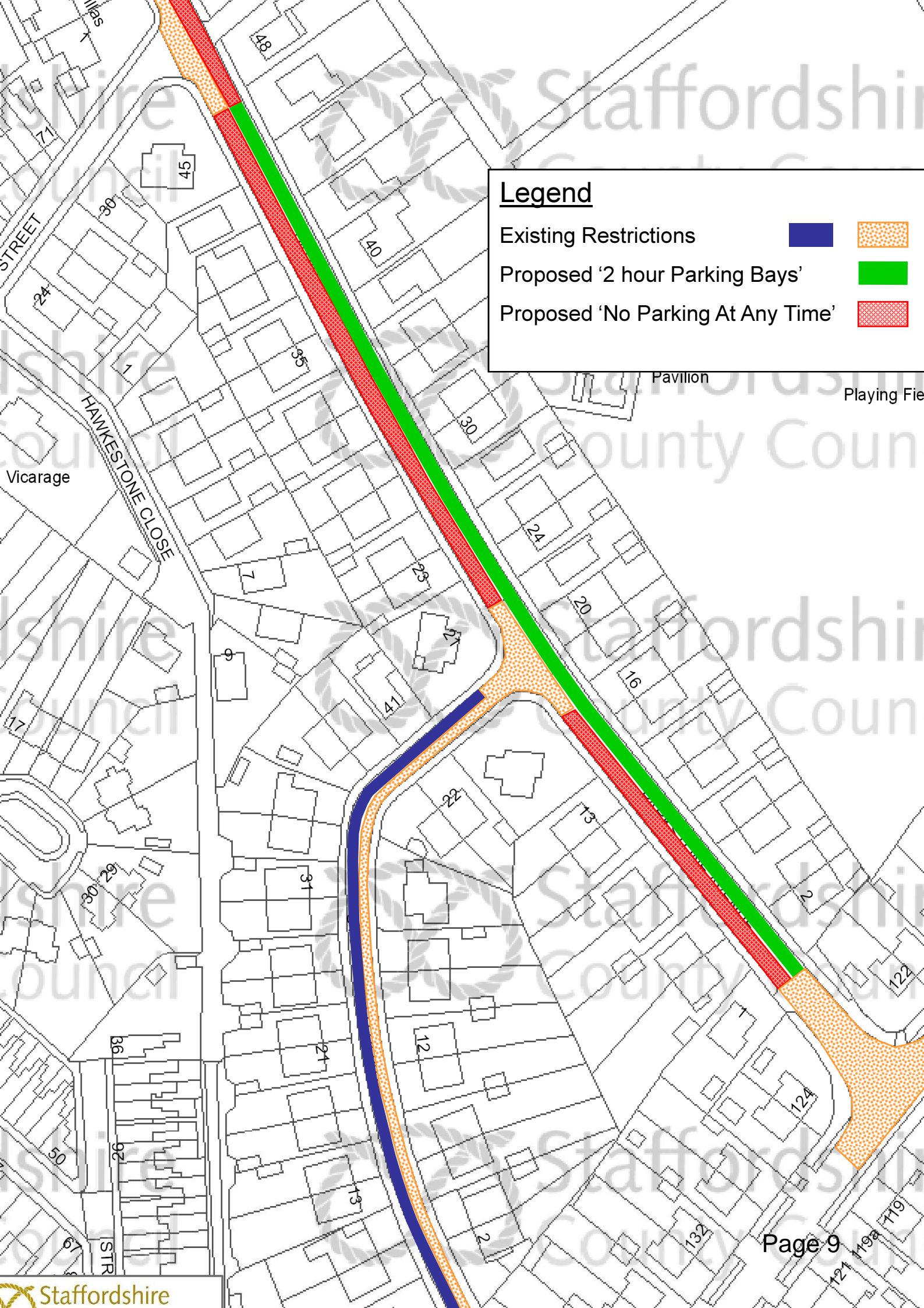
In summary no significant negative impacts on public health have been identified in respect to the outcomes of this report.

Author's Name: County Council Officer: David Greatbatch/Angela Nutter  
Ext. No.: 01538 483027  
Room No.: Leek Depot

## **Background Documents:**

- (i) Plan of proposed parking restriction.
- (ii) Copy of a letter from a resident not in favour of restrictions that was sent to all properties of Parkstone Avenue.

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**Legend**

- Existing Restrictions
- Proposed '2 hour Parking Bays'
- Proposed 'No Parking At Any Time'
- 

STREET

HAWKSTONE CLOSE

Vicarage

Pavilion

Playing Field

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Dear Resident

I am writing to you following a conversation I have had with Angela Nutter, Community Traffic Management Officer.

As you are aware there is a proposal for double yellow lines on one side of the road and 2 hour restricted bays on the other.

I must stress I do understand that we need some restrictions in our street and that all day parking is not acceptable. However, I am unsure if you know that the current proposal means the 2 hour restricted bays will be made **24 hours a day, 7 days a week, 365 days a year.**

### **What this will mean for us.**

- This will mean that if we have visitors in an evening or at a weekend for more than 2 hours, and if there is no space on your drive, your visitors will have to either leave or find alternative parking on a neighboring street.
- Realistically, this means we will be unable to hold family parties, friendly gatherings or even Christmas lunch at our own properties, for more than 2 hours.
- Our visitors will not be spending quality time with us, but will instead be watching out for the traffic warden.
- The policing of the restrictions may not be workable for the council 24 hours a day and therefore maybe even more ineffective.
- If we have any contractors to our properties we will have to pay a waiver which is £15 for the first day and £5 per day thereafter, this would include Saturdays, Sundays and Bank Holidays.
- Our properties may not be as attractive or as re-sellable as a result of the strict restrictions, I have been informed that one property sale has already fallen through due to these specific proposals.
- We will have to ensure our front gardens can hold numerous cars in order to accommodate our current needs and future needs.

### **Possible alternative proposal.**

We all know the problem with traffic is not so bad in an evening or at a weekend. Therefore, wouldn't it be sensible to ask for the restrictions to be in-line with the other neighboring streets rather than this blanket proposal?

For example, we could ask for the restrictions to be 7am-7pm Monday-Friday and a Saturday morning, if you think this is required.

### **Benefits to us of seeking an alternative proposal**

- Firstly, the alternative proposal will **still** stop all day parking.
- It would also help to reduce the number of night staff workers parking, without being unfair on other residents or impacting on family life.
- If people from the hospital wished to park on a street during these times, then they will more than likely choose to park on a street closer to the hospital, not venturing as far as our street as there would be little or no benefit for them.
- We all would be able to have evening and weekend visitors, this is mainly when people visit anyway, so would not cause too much disruption or inconvenience.

I have been informed that there will be a formal consultation period where people will have the option to appeal if they wish. I urge us all to think carefully about what we wish to happen now and for the future.

If you would like to contact me, please feel free to either telephone me on ... or pop along to ...

I do really understand everyone's concerns and worries, but the outcome does need to be fair resolution for each and every one of us.

Yours Sincerely



## Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

### CIVIL PARKING ENFORCEMENT (CPE) – Proposed Residents Parking Zone – South East of Town Centre.

#### **Recommendations of Staffordshire County Council Cabinet Member (Communities & Localism):**

1. Note the contents of this report.
2. Approve the implementation of the proposed Residents Parking Scheme as previously discussed and approve the proposed amendments to the proposed Visitor Permits as discussed in paragraph 10(f).
3. Residents are advised of the deliberations of this committee and the implications of the decision taken.
4. Confirm the Dunkirk area of the Borough as the next to be considered for the introduction of a Residents Permit Parking Scheme.

#### **Report of the Deputy Chief Executive and Director for Place**

##### **PART A**

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

5. To update Members of the current position regarding the introduction of a proposed scheme following the invitation to residents to apply for permits and to determine whether or not to proceed with the introduction of the scheme.

##### **Reasons for Recommendations**

6. Following the invitation to residents to apply for Permits further opposition to the scheme has been received by way of petitions. Confirmation of Members continued support or approval of an alternative proposal is therefore sought.

##### **PART B**

##### **Background:**

7. Members will recall the approval to introduce a new Residential Parking Zone to the South East of the Town Centre. The need to extend the current scheme, charge for Permits, levy a one off Joining Fee and prioritise the type and issue of Permits has previously been considered and approved by this Committee. The required Traffic Regulation Order has been advertised. Objections and representations concerning the scheme received during the advertisement of the Traffic Order and prior consultations undertaken with residents have been considered by this Committee and the County Council. As a result approval was given to implement the scheme and residents invited to apply for Permits.

8. All residents within the review area have been advised of the details of the approved scheme including the type and number of permits available and have been invited to apply for permits. A copy of the letter is attached (appendix A) to this report for Members information. Members are reminded that the annual cost of a Standard Permit was set at £45, with concessions, with an additional one off Joining fee set at £50. This latter fee is a contribution to the set up and future maintenance of the scheme and has been subsidised by a contribution, on Traffic Management grounds, from the local County Councillors Divisional Highways Programme.
9. In response to the invitation to apply for permits petitions have been received opposing the scheme from residents of Hanover Street and from Vessey Terrace. The petition from Vessey Terrace has been re-submitted on two further occasions with some additional signatures and comments. Copies of the petitions together with an officer response are attached (Appendix B) for Members information. (The earlier consultation letters have not been included due to the cost and resource implications although they were attached to the responses to the petitioners). A number of issues are raised the majority of which have been considered previously.
10. The main issues raised along with the Officer response are detailed below. Copies of the letters are also attached under Appendix B:

(a) The petitioners dispute the amount of consultation.

**Officer response:** The attached (Appendix C) shows the dates of the letters forwarded, together with the circulation list, and the JPC's at which the proposals were discussed.

(b) The petitioners dispute the need to change the existing arrangements.

**Officer response:** Understandable. A free service has been enjoyed for many years. However, it is considered no longer sustainable to expect council tax payers from elsewhere in the Borough to effectively fund free Permits for some. The current proposals seek to ensure that the existing signs/lines and Traffic Order is up to date and that the basis of the scheme complies with any future scheme introduced elsewhere in the Borough. It is also considered that a 'two tier' system whereby residents in one street are expected to pay for the service whilst others enjoy the same service for free.

(c) The petitioners dispute the level of charges and the costs involved seeking insurances about future increases.

**Officer response:** The charges (£45 per annual Permit (Standard) and a one off 'joining fee' of £50, with concessions) have been approved previously. District and Borough Councils consider the level of charge for permits to be acceptable and covers the administration of the scheme. The Joining Fee is a contribution to the set up costs and future maintenance of the scheme. The Petitioners have suggested an alternative costing structure but the current proposals are still considered appropriate (The first year charge for a Standard Permit together with the Joining Fee equates to 26 pence per day).



- (d) The petitioners recommend reducing the width of the footway on the school side of Bankside to accommodate echelon parking thereby increasing the number of parking spaces available.

**Officer response:** The increase in parking spaces would be welcomed. However, such a scheme would be costly and is likely to be detrimental to road safety, especially in relation to the reduced footway width outside of the school. This matter will however be included in future County Council Divisional Highway Programme discussions with the local County Council Member.

- (e) The petitioners dispute the level of responses received.

**Officer response:** The level of responses to the original consultation was reported to Members when determining whether or not to proceed to the detail development of this scheme. Breakdown attached (Appendix D).

- (f) The petitioners (and others) question the appropriateness of the proposed time limitation of Visitor permits.

**Officer response:** Concern expressed by the petitioners and other residents as to the appropriateness of the proposed 4 hour time limited visitor permits is appreciated. There appears to be a number of residents for whom such permits would not be too helpful. Whilst there is a need to control the amount of visitor parking to ensure, as far as is practicable, that such parking does not have too much of a detrimental effect on residents ability to park close to their home. Following discussions between officers of both the County and Borough Councils it is however suggested that the proposal be amended so as to offer 12 hour time restricted permits instead of the originally agreed 4 hour permits. The number of permits being limited to 20 per annum to each household. This is considered to be a more practicable approach than agreed earlier.

- (g) The petitioners want a guarantee to be able to park within 30 metres of their home.

**Officer response:** A guarantee to be able to park within 30 metres of home is not practicable. The intention is not to oversubscribe on the issue of those Permits with a high likelihood of a vehicle being parked for the majority of the time. As residents will obviously prefer to park close to their home it is expected that spaces close to home will be available. However, as the scheme settles down and parking practices become known it is possible that additional permits will be made available.

11. It has taken a considerable amount of officer and Member time to develop the scheme to this point. As such it can be expected that at this stage so long as the number of residents wishing to purchase Permits is financially viable and there is sufficient parking space to accommodate the number of Permits requested the scheme would be implemented. In such circumstances some residents could, understandably, consider that they are being forced to join a scheme. Although it should be noted that there are areas of restricted and unrestricted parking available nearby.
12. To date residents from 72 properties have applied for permits with a total of 97 permits requested. There is sufficient parking space to accommodate 197 vehicles. For the scheme to be financially viable with regards to the expected contribution towards the set up costs residents from 85 properties would have been expected to join the

scheme. If the scheme were to be implemented it is anticipated that this number would be achieved with a likelihood of sufficient spaces being available to cover initial Permit requests.

13. Given the contents of the petitions this report seeks Members views as to the most appropriate way forward. Certain options and their effects are discussed in the attached Appendix E. As discussed at previous meetings it is apparent that the existing free scheme is no longer sustainable and that a 'two tier' scheme with some free permits and some paid for is not preferred. With this in mind the only viable options appear to be either to implement the proposed scheme or discontinue the proposed scheme and withdraw the current arrangements. The effects of these options are explained in Appendix E.
14. Following the receipt of the petitions and requests for permits and prior to the submission of this report discussion had taken place between officers of the County Council and Borough Council, the local County Councillor, local Borough Ward Members and the Chairman Elect of this Committee with a view to determining an appropriate way forward. The elected members considered the options available and all decided to support the implementation of the proposed scheme. That decision is therefore recommended for Members approval.
15. Assuming that the recommendation to implement the proposed scheme is supported it is anticipated that the scheme will be introduced during September 2013. If Members decide not to implement the scheme and withdraw the current arrangements a new Traffic Regulation Order will need to be made with due process. It is anticipated that this would be processed as part of the consideration of this RPZ scheme and would therefore be processed accordingly.

### **Future Proposals**

16. Members are reminded that the Dunkirk area to the west of the town centre has previously been approved as the next area to be considered for a Residents Permit Parking Zone. Members are therefore asked to confirm that this is still so. Consideration would commence with a preliminary consultation with residents to ascertain the level of support. This consultation would commence either after the introduction of the current proposed scheme or after advising residents of the alternative recommendation of this Committee.

### **Summary**

17. A summary of the main issues is as follows:
  - (a) The current proposals seeks to replace the existing 'free Permit' scheme with a paid for scheme and extend it so as to include other roads where residents are experiencing difficulties in parking close to their home.
  - (b) With the support of the JPC due process has been followed including consultation with residents and the advertisement of the required Traffic Regulation Order (TRO).
  - (c) Representations received in response to the consultations and advertisement of the TRO has been considered by the County Council (as the delivery of the TRO is a County responsibility) and the JPC.
  - (d) A pricing and Permit structure has been agreed with the JPC.

- (e) Following an invitation to residents to apply for permits considerable objection has been raised, albeit primarily from those areas where the 'free Permit' scheme is to be replaced by a 'paid for' scheme.
- (f) It is not considered appropriate for a two tier system of scheme (some free with some paid for) to be implemented neither is the current free scheme considered sustainable.
- (g) The proposed level of charges does not seek to make a profit for either authority and are considered to be appropriate. Future Permit charges cannot be guaranteed but changes are subject to JPC approval.
- (h) The preferred option is to introduce the proposed scheme in its entirety although this could be considered as forcing residents to join. However it is expected that permit holders will be able to park close to their home.
- (i) A viable alternative option, given paragraph 17(f) above, is considered to be the abandonment of the current proposals and the removal of the current free scheme. This will result in the unrestricted parking of vehicles in those areas currently enjoying the benefits of the free permit scheme which may assist those parking in adjacent streets, remove some of the school traffic congestion in Bankside, attract traffic from the town centre and increase congestion in those streets currently protected.
- (j) Any further delay in implementing the current proposals may well require the making of a new TRO for any future scheme.
- (k) Removal of the current scheme will require the making of a new TRO.
- (l) If implemented the anticipated 'go-live' date would be early September 2013, consideration of the Dunkirk area of the town would then follow.
- (m) If the proposed scheme was to be abandoned and the existing scheme removed the required TRO would be processed at the same time as consideration of the Dunkirk area commenced.

## Appendix 1:Community Impact Assessment

Name of Policy/Project/Proposal: CPE Residents Parking Zone – Newcastle Under Lyme – South East of Town Centre		
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	
<p>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.</p>		
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>	
<p><b>Resource and Value for money</b> In consultation with finance representative</p>	<p>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. Alternatively, 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.</p>	
<p><b>Risks identified and mitigation offered</b></p>	<p>The current level of support from residents would result in a deficit of £650 in meeting expected set up costs. This deficit would need to be met from the CPE Account if alternative funding could not be identified. However, If the scheme were to be implemented there is an expectation that sufficient additional residents will join the scheme to cover the set up costs in full.</p>	
<p><b>Legal imperative to</b></p>	<p>The making of a formal permit parking scheme and/or certain</p>	

<b>change</b> In consultation with legal representative	other restrictions on traffic 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.
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**Health Impact Assessment screening:**

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

Author's Name: County Council Officer: Kevin Smith  
Ext. No.: 01785 276727  
Room No.: Regulation and Governance, SP1, Third Floor

**Background Documents:**

- (i) SCC Policy and Guidelines for Residents Parking
- (ii) Previous reports to NBC Joint Parking Committee
- (iii) Consultation documents.

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Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

Proposed Residents Parking Zone – South East of Town Centre.

## APPENDIX A

1 Staffordshire Place  
Tipping Street  
Stafford  
ST16 2LP

File Copy

Telephone: (01785) 276534  
Facsimile: (01785) 211279  
Email: [traci.lunn@staffordshire.gov.uk](mailto:traci.lunn@staffordshire.gov.uk)  
Please ask for: Traci Lunn

Our Ref: HoHM/TJL/NBC1

15<sup>th</sup> April 2013

Dear Sir or Madam

**Proposed Residents Parking Scheme, Newcastle under Lyme**

You may be aware that Staffordshire County Council has been consulting with residents with regard to the possible introduction of a Residents Only Parking Scheme. If you have responded to our previous consultation I would take this opportunity to thank you and assure you that all comments have been considered in developing the current proposals.

It has been some considerable time since we have communicated with the residents, for which I apologise. However, I am now able to update you as to the progress of the proposal.

I am pleased to advise that we are now able with the support of the Joint Parking Committee to establish a scheme subject to there being sufficient support from residents to make its introduction viable. Whilst there is still a considerable amount of work to be undertaken we are confident, along with our colleagues at the Borough Council, that with your support a scheme can now be introduced later this year.

You should find enclosed a number of documents. These being details of the types of permit available, details of the supporting evidence required to accompany your application and the application form.

As you may recall from previous communications the costs to implement a scheme has to be met by permit holders by way of a one-off joining fee. This fee is necessary to help offset some of the costs involved in the schemes provision and will be payable whether a resident joins at the start of the scheme or wishes to join at a later date. If a scheme is introduced there will be enhanced enforcement and greater control over parking in the area. As a result a financial contribution has been agreed from the 2013/2014 Local County Council Member Highways Allocation to enable us to keep the Joining Fee down to £50.



An annual permit charge is also required. This charge has been kept to a minimum and is intended to cover only the administration costs of the scheme and any additional enforcement that may be required and is £45 for a Standard permit, please see Permit Allocation Hierarchy and Summary of Permit Types for concessions and further details.

Please consider which permit type you consider appropriate for your needs. Permit types A, B, C, D, E, F and G will be issued in Phase 1 in accordance with the enclosed hierarchy. Then if parking spaces are still available permit type H will be issued. Phase 3 permit type I and J, Phase 4 permit type K and finally permit type L will be issued in Phase 5. It is important however for you to apply before the deadline for a permit appropriate for your circumstances irrespective of the Phase. Once the deadline has passed Officers will assess all applications and discuss with you if it appears an alternative Phase or type of permit might better suit your needs.

To ensure that arrangements can be made in time I request that you decide what, if any, Parking Permit(s) you require and then complete the enclosed application form and return it, together with the required supporting evidence, to the above address. Please do not send any payment at this time. **The application needs to reach us no later than 16<sup>th</sup> May 2013.** Residents will be advised of the arrangements for payment and permit issue.

I have to advise that there may be a high demand for permits and there is no guarantee that all requests can be fulfilled. If there are insufficient spaces to meet demand either a waiting list will be created or the scheme will be revised.

I am obliged to remind you that if you choose not to purchase a permit a limited amount of unrestricted space will be available, again on a first come first served basis, on parts of Bankside and limited waiting is permitted on parts of Victoria Road, Garden Street, West Street and Bankside. Otherwise you will need to make alternative arrangements. Parking in Permit only parking areas without displaying a permit will make you liable to receive a Penalty Charge Notice. This scheme will operate at all times.

Residents living within the area of the existing Residents Parking Zones and who currently hold permits to park will be required to join the new scheme if they wish to continue with the service.

I thank you for considering this matter and look forward to receiving your application. If you do have any questions please include them within your application or alternatively either email [traci.lunn@staffordshire.gov.uk](mailto:traci.lunn@staffordshire.gov.uk) or myself [KevinS@staffordshire.gov.uk](mailto:KevinS@staffordshire.gov.uk). Alternatively telephone us on 0300 111 8000 or Graham Williams at Newcastle Under Lyme Borough Council on 01782 717717.

Yours faithfully,



**KEVIN SMITH**

(Highways Traffic Regulation Manager)  
Encs.

Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

Proposed Residents Parking Zone – South East of Town Centre.

## APPENDIX B

1 Staffordshire Place  
Tipping Street  
Stafford  
ST16 2LP

File Copy

Telephone: (01785) 276534

Email: [traci.lunn@staffordshire.gov.uk](mailto:traci.lunn@staffordshire.gov.uk)

Please ask for: Traci Lunn

Our Ref:HoHM/TJL/NBC1

Your Ref:

21st May 2013

Dear Sir or Madam

Re: Hanover Street, Permit Parking Scheme – Petition

I refer to the petition, signed by local residents objecting to the introduction of a new Residents Only Parking Scheme in Hanover Street, Newcastle Under Lyme. I am pleased to take the opportunity to respond, where practicable, to each of the signatories advising of the current position and addressing the issues raised.

It is understood that residents of Hanover Street have been enjoying the benefit of a free residents parking scheme for a number of years. The opposition to charging for the permits is therefore understandable. However, the viability of being able to continue to offer this service, which is in reality currently funded by Council Tax payers from across the Borough, has to be questioned given the many demands on public services. The responsibility for determining when, where and how such parking schemes are introduced and administered lies primarily with the Newcastle Under Lyme Borough Council Joint Parking Committee (JPC). This Committee comprises of elected councillors from both the Borough and County Councils. Any future schemes or extension of the current scheme will involve a cost to residents. It is considered necessary so as to avoid a two tier system with some free permits and others paid for that all such schemes shall as far as possible become self financing hence the proposal to replace the current scheme with a paid for scheme.

The current proposals have arisen following discussion with the JPC and various consultations with residents throughout the review area. There is a need to amend the current signs and lines and legal paperwork to ensure that the scheme, extended to offer benefit to additional residents, continues to conform to the legislative requirements. It is accepted that the proposals whilst providing benefits for many residents may not satisfy the personal circumstances of all. However, I am obliged to advise that the JPC has already considered many objections and representations to the current proposals and one possible alternative to the implementation of this Residents Permit Scheme is that both the current arrangements and the proposed might be discontinued.

The proposed charges are based on the estimated costs of sign/line amendments, permit production, scheme administration and enhanced enforcement. The cost per resident/permit is derived from the estimated costs of the scheme spread across the

number of residents indicating from earlier consultations their likelihood of joining the scheme. Based on those responses it is anticipated that those requesting permits, at this stage, will be accommodated within the spaces available. Whilst charges are to be made the current levels for a single Standard Permit and joining fee equate to 26 pence per day for the first year. The total cost of the necessary sign/line amendments has been estimated at £7,800. The total cost per permit for its production, scheme administration and enhanced enforcement has been determined by the Newcastle Under Lyme Borough Council as £45 per annum.

The issue with regards to residents being charged for parking outside of their own home has been raised and considered previously. Contrary to widespread opinion, a resident does not have any special claim to a parking space in front of their own property and such provision is impractical. It is considered reasonable, however, to expect to be able to park close to ones home as this heightens a perception of accessibility and security. For this reason consideration will be given, but only in certain circumstances, to the implementation of a residents permit parking scheme. Except where parking is specifically prohibited or time limited there are very few restrictions on where drivers may safely park their vehicles. If some drivers are to be prohibited from parking on the public highway in favour of others then it can be expected that those benefiting from a Parking Scheme incur costs to cover the implementation and administration of such a scheme. It is not the intention for the County or Borough Council to set out to make a profit from the issue of permits but neither should those Authorities be expected to have to meet the costs of a scheme that benefits a relatively small number of its inhabitants.

It should also be noted that from our original consultation throughout the review area, including a questionnaire, 59% of responses were supportive of introducing a scheme with Permit charges and were aware of the likely requirement for set up costs to be included in the first year charges. 16% of responses supported the introduction of a scheme without charges and 15% did not support a scheme at all. Whilst the actual costs were not known at that time based on this level of response the JPC approved the development of a scheme and that is what we are currently working towards. These responses appear to indicate that residents were advised and understood that charges would be made.

The proposed scheme does not seek to penalise residents. It sets out to provide a viable Permit Parking scheme that will benefit as many of the residents as possible whilst making provision for the more vulnerable residents.

I trust that the above clarifies the current situation and should you wish to apply for a permit, along with other residents from Hanover Street, and you have not already done so I am pleased to advise that in response to further representations received the deadline for receipt of applications has been extended to 7<sup>th</sup> June 2013.

Should you require further information regarding your petition please contact Kevin Smith at Staffordshire County Council on 0300 111 8000.

Yours faithfully,



**KEVIN SMITH**

(Highways Traffic Regulation Manager)

1 Staffordshire Place  
Tipping Street  
Stafford  
ST16 2LP

File Copy

Telephone: (01785) 276534

Email: [traci.lunn@staffordshire.gov.uk](mailto:traci.lunn@staffordshire.gov.uk)

Please ask for: Traci Lunn

Our Ref: HOHM/TJL/NBC1

21<sup>st</sup> May 2013

Dear Sir or Madam

Re: Vessey Terrace, Permit Parking Scheme – Petition

I refer to the petition, signed by local residents objecting to the introduction of a new Residents Only Parking Scheme in Vessey Terrace, Newcastle Under Lyme. I am pleased to take the opportunity to respond, where practicable, to each of the signatories advising of the current position and addressing the issues raised.

It is understood that residents of Vessey Terrace have been enjoying the benefit of a free residents parking scheme for a number of years. The opposition to charging for the permits is therefore understandable. However, the viability of being able to continue to offer this service, which is in reality currently funded by Council Tax payers from across the Borough, has to be questioned given the many demands on public services. The responsibility for determining when, where and how such parking schemes are introduced and administered lies primarily with the Newcastle Under Lyme Borough Council Joint Parking Committee (JPC). This Committee comprises of elected councillors from both the Borough and County Councils. Any future schemes or extension of the current scheme will involve a cost to residents. It is considered necessary so as to avoid a two tier system with some free permits and others paid for that all such schemes shall as far as possible become self financing hence the proposal to replace the current scheme with a paid for scheme.

The current proposals have arisen following discussion with the JPC and various consultations with residents throughout the review area. There is a need to amend the current signs and lines and legal paperwork to ensure that the scheme, extended to offer benefit to additional residents, continues to conform to the legislative requirements. It is accepted that the proposals whilst providing benefits for many residents may not satisfy the personal circumstances of all. However, I am obliged to advise that the JPC has already considered many objections and representations to the current proposals and one possible alternative to the implementation of this Residents Permit Scheme is that both the current arrangements and the proposed might be discontinued.

During the development of the current proposals consultation with residents has been undertaken and residents advised of the likelihood of there being a joining fee and annual Permit fee. We have written to residents on at least 5 occasions since February 2010 and discussions with the JPC have been held on at least 7 occasions. In addition the necessary

legal procedures have been followed which resulted in numerous representations and objections being received. Many of the views expressed in the petition have therefore already been considered along with other representations and residents have been advised of the outcome of those deliberations. Residents were sent a summary of all representations received together with an officer response that had previously been reported to the JPC.

It has taken longer than anticipated to develop this scheme due to the differing views expressed, the review and costing of necessary sign/line amendments, available resources and the desire to provide a scheme that is viable whilst offering greater assistance by way of concessions for the more vulnerable residents. However, residents' views have been sought and considered.

The issue with regards to residents being charged for parking outside of their own home has been raised and considered previously. Contrary to widespread opinion, a resident does not have any special claim to a parking space in front of their own property and such provision is impractical. It is considered reasonable, however, to expect to be able to park close to ones home as this heightens a perception of accessibility and security. For this reason consideration will be given, but only in certain circumstances, to the implementation of a residents permit parking scheme. Except where parking is specifically prohibited or time limited there are very few restrictions on where drivers may safely park their vehicles. If some drivers are to be prohibited from parking on the public highway in favour of others then it can be expected that those benefiting from a Parking Scheme incur costs to cover the implementation, administration and enforcement of such a scheme. It is not the intention for the County or Borough Council to set out to make a profit from the issue of permits but neither should those Authorities be expected to have to meet the costs of a scheme that benefits a relatively small number of its inhabitants. The permit fee is set annually and obviously could be increased or decreased in future years.

The proposed charges are based on the estimated costs of sign/line amendments, permit production, scheme administration and enhanced enforcement. The cost per resident/permit is derived from the estimated costs of the scheme spread across the number of residents indicating from earlier consultations their likelihood of joining the scheme. Based on those responses it is anticipated that those requesting permits will be accommodated within the spaces available. Whilst charges are to be made the current levels for a single Standard Permit and joining fee equate to 26 pence per day for the first year.

Numerous Local Authorities administer Permit Parking Schemes and charges can fluctuate considerably. Some are heavily subsidised some are not. Some include a joining fee some do not. The reason for both in this instance is explained in this letter. Reference has been made to the administration of Residents Parking Schemes in the City of Stoke on Trent. On viewing the City's website there is a clear intention that residents are expected to pay a one-off joining fee for any new schemes together with a Permit fee.

It should also be noted that from our original consultation throughout the review area, including a questionnaire, 59% of responses were supportive of introducing a scheme with Permit charges and were aware of the likely requirement for set up costs to be included in the first year charges. 16% of responses supported the introduction of a scheme without charges and 15% did not support a scheme at all. Whilst the actual costs were not known at that time based on this level of response the JPC approved the development of a scheme and that is what we are currently working towards. These responses appear to indicate that residents were advised and understood that charges would be made.

The proposed scheme does not seek to penalise residents. It sets out to provide a viable Permit Parking scheme that will benefit as many of the residents as possible whilst making provision for the more vulnerable residents.

With regards to the "Important Update" added to the Petition I can advise that any incident that may have occurred along Bankside had no bearing on the desire to develop the current proposals. I can advise however amendments to the existing restrictions in Bankside are planned in response to representations received following earlier consultations.

I trust that the above clarifies the current situation and should you wish to apply for a permit, along with other residents from Vessey Terrace, and you have not already done so I am pleased to advise that in response to further representations received the deadline for receipt of applications has been extended to 7<sup>th</sup> June 2013.

As the petition has also been submitted to Newcastle Under Lyme Borough Council please accept this letter as a response from both of our authorities.

Should you require further information regarding your petition please contact Kevin Smith at Staffordshire County Council on 0300 111 8000 or Graham Williams at Newcastle Under Lyme Borough Council on 01782 717717.

Yours faithfully,



**KEVIN SMITH**

(Highways Traffic Regulation Manager)  
Encs.

1 Staffordshire Place  
Tipping Street  
Stafford  
ST16 2LP

File Copy

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Email: [traci.lunn@staffordshire.gov.uk](mailto:traci.lunn@staffordshire.gov.uk)  
Please ask for: Traci Lunn

Our Ref: HoHMTJL/NBC1

21st June 2013

Dear

Re: Vessey Terrace, Permit Parking Scheme – 2<sup>nd</sup> and 3<sup>rd</sup> Petition

I refer to the additional petitions and comments recently submitted. Please consider this response also an acknowledgement of and response to the latest submission receipt of which will again be reported to the Cllr Mike Lawrence Cabinet Member for Communities & Localism. As the petitions have also been submitted to Newcastle Under Lyme Borough Council please accept this letter as a response from both of our authorities. A copy of the latest submissions is attached for your ease of reference.

As requested this letter is being forwarded to each signature to the petition.

Before responding to the additional comments made in the more recent submissions I would advise of the intention to seek the views of the Newcastle Under Lyme Joint Parking Committee (JPC) with regards to possible options to move the matters forward. I would also advise that until a decision has been taken by the JPC with regards to the implementation or otherwise of the scheme requests for permits for the new scheme will still be welcomed. I can also confirm that Newcastle Borough Council will continue to replace permits for the existing scheme that expire until future arrangements are decided.

There has been some confusion as to the differences between the existing Residents Parking Scheme and a number of Access Only Restrictions (prohibition of driving except for access) currently in force. The latter restriction prohibits motor vehicles except for those used by drivers requiring access to premises within the restricted area. Permits are issued in these instances purely to assist the police in their enforcement of that particular type of restriction. The Civil Enforcement Officers (CEOs), often referred to as Parking Wardens, are unable under current national legislation to enforce this restriction. It is also extremely difficult for the police to do so given the need to prove that the driver did not require access during the time that he or she was parked. The proposed scheme seeks to introduce a definitive, more easily enforceable permit parking scheme combining existing schemes and protecting additional streets.



To address the points now raised I would comment as follows:

The level of consultation has been disputed. Please find enclosed a copy of letters that have either been delivered by hand or by the postal service together with the circulation list. The letter dated 19<sup>th</sup> July 2012 summarises the comments received from residents prior to and during the public advertisement of the Traffic Regulation Order. These have been considered by both the Staffordshire County Council under its scheme of delegation and the JPC.

The proposed scheme is based on a similar scheme introduced elsewhere in the County. Changes to the proposed scheme have been made as development progressed. Some of these changes involve amendments to on-street restrictions in Bankside and Garden Street. Whilst the basis of the scheme is primarily the same especially the decision for the scheme to be 'charged for' elements that were not originally determined have been i.e. whether or not the scheme should operate at all times or not. I would add that whilst all views previously expressed have been considered it should be accepted that they will not necessarily result in change as there may often be other contrary and supportive views expressed.

A guarantee to be able to park within 30 metres of home is not practicable. The intention is not to oversubscribe on the issue of those Permits with a high likelihood of a vehicle being parked for the majority of the time. As residents will obviously prefer to park close to their home it is expected that spaces close to home will be available. However, as the scheme settles down and parking practices become known it is possible that additional permits will be made available at which time the issue of 'Visitor' Permits could also be reviewed. To offer unrestricted Visitor Permits could result in residents being unable to park and therefore some control is considered appropriate.

Residents wishing to receive a permit are effectively joining the scheme. A number of authorities make a one off charge in addition to an annual fee for a Permit to park. In this instance the 'Joining Fee', paid whenever a resident first joins the scheme, is a contribution to the initial set up costs and future maintenance. Incidentally Stoke on Trent City Council now also levy this one off charge and refer to it as a 'Joining Fee'.

The reason for introducing charges has been explained previously. The current level of charges has been agreed by the JPC. Any amendments will need to be agreed by the JPC. The total cost of the necessary sign/line amendments has been estimated at £7,800. This does not include for the advertisement costs of the Traffic Regulation Order nor any associated staff time.

The total cost per permit for its production, scheme administration and enhanced enforcement has been determined by the Newcastle Under Lyme Borough Council as £45 per annum. Whilst it is accepted that some residents might find the costs prohibitive they are considered to be reasonable and seek to contribute to the overall costs of the service being offered. As previously advised whilst charges are to be made the current levels for a single Standard Permit and joining fee, without concessions, equate to 26 pence per day for the first year.

It is not possible at this time to guarantee the level of future charges as this will be matter for the JPC. I would remind you however that it is not the intention for either Staffordshire County Council or Newcastle Borough Council to seek to make a profit from this type of scheme.

All residents were written to and encouraged to respond whether or not they were car owners.

It can be seen from the information previously provided that currently, to assist carers, a Permit that can be used in any vehicle will be available for residents to purchase at a discounted rate. A resident who is a Blue Badge holder or over 65 yrs of age with or without a vehicle will be able to purchase a discounted Permit.

There is from time to time some difficulty in explaining the implications of any scheme. Officers will however make every effort to address such issues as and when they arise.

There are a number of concessions made within national legislation for Blue Badge holders to park apparently in contravention of waiting restrictions. However, in some off-street car parks no such concessions exist. Where specific provision is being made for certain classes of vehicle to park on the highway it should not be unexpected that charges apply.

To introduce echelon parking in Bankside would be expensive given the extent of the highway works likely. It is also likely to be less safe than the current parking practice especially with the proposed reduction in footway width on the side of the school where more pedestrians are likely to congregate. However this proposal will be forwarded to the County Councils Community Infrastructure Liaison Manager requesting further consideration in due course.

Yours faithfully,



**KEVIN SMITH**

(Highways Traffic Regulation Manager)  
Encs.

Copy consultation letters  
Copy petition  
Plans showing current and proposed parking restrictions  
Breakdown of initial consultation responses

HANOVER STREET - PETITIONS NO 1

To Mr Nick Bell  
Chief Executive Staffs County Council

CC to Mr Philip Atkins  
Leader Staffs County Council

Mr Stephen Sweeney  
Councillor Staffs County Council  
Member Joint Parking Committee

Mr Matt Taylor  
Chairman Joint Parking Committee

Mr Kevin Smith  
Highway Traffic Regulation Manager

Please find enclosed a list of the residents of Hanover Street Newcastle who wish to oppose the recent proposals for amendments to the current Residents Parking Scheme as stated in the letter from Kevin Smith dated 15.04.2013

The form is an amended version of the one submitted by the residents of Vessey Terrace.

The bays are marked for parking and there are signs advising motorists of the restrictions so we do not see any reason why we should have to pay to "join" a scheme which is already in operation and has been for about 30 years

Some residents have contacted Mr Smith to ask for a breakdown of the proposed charges but to date there has been no correspondence from him

Dated 10.05.2013



25	
26	<i>Th of Losne</i>
28	<i>R. Caldwell</i>
30	
30	<i>J. D. Barber</i>
32	<i>W. E. Gray</i>
32	

VESSEY TERRACE - Petition N° 1 29.04.13

IN REPLY TO KEVIN SMITH'S LETTER OF 15.04.13 REF HOHM/TJ/MBCL

We, the residents of Vessey Terrace, would like to voice our strongest possible objections to your introduction of the new Residents Only Parking Scheme.

Approximately two years ('some considerable time') ago, you first consulted us about this proposed scheme. At the time we had no problem whatsoever with the present parking system, which has been operation for over thirty years, and we still have no problem; the present system works to the satisfaction of all of us. When you consulted us, we therefore expressed our opinion, that we did not want or require any replacement scheme. We would like to see written evidence of your assurance that 'all comments have been considered in developing the current proposals', since it is apparent to us that your present proposals reflect the complete antithesis of our comments made at the time when the questionnaire was issued to us.

You yourself admit that 'it has been some considerable time since we have communicated with the residents, for which I apologise'. In reality we, the residents, have all been signed up, as a fait accompli, to a scheme which we objected to two years ago, without being consulted at all since the time of the initial questionnaire. As your own apology suggests, such an absurdly long delay is unprofessional; in actual fact it makes a mockery of democratic process.

To add insult to injury, we are being charged, for the privilege of parking outside our own house, an extortionate £50 Joining Fee (the word 'join' suggests we have some choice in the matter, which we don't) plus an annual charge of £45 (if we have one car), or up to £123.75 annually (if we have a second car and want a visitor to be able to park for 4 hours maximum) which is all a very far cry from the small charge referred to in the original questionnaire. Have any of us received any feedback at all re our original comments (referred to in your first paragraph)? No, we have not. On the contrary, after no further communication whatsoever, we are told all of a sudden that we must pay, more or less immediately, a fee of £50 plus £45/£123.75. Please forgive me if I have misunderstood any of the information in Kevin Smith's guidelines, but they lack clarity and contains several contradictions.

Re the £50, we demand to see written evidence that you ever informed us that 'the costs to implement a scheme has to be met by permit holders by way of a one-off joining fee'. None of us would have agreed to that. You ask us to recall this 'from previous communications' yet you yourself have already apologised for the fact that there has been no communication between you and us. How ridiculous.

Are we supposed to be brimming over with gratitude that you have been kind enough 'to keep the Joining Fee down to £50'? Please don't patronise us. Credit us with a modicum of intelligence and social awareness. Re the 'annual permit charge', of course you omit to mention for how many years this £45/£123.75 (which "has been kept to a minimum") will remain at £45/£123.75....

I would like to add here too that I have spoken to friends living in areas of Burslem, Hanley and Hartsfield, each of whom DID have a serious parking problem and therefore agreed to a residents' parking scheme to safeguard parking places outside their houses. All of these people pay no more than £25 per year with NO initial Joining Fee'.

Further to our observation that your action in this matter is undemocratic, we would like to add that this fundraising system of yours only penalises the residents of terraced property, i.e. those at the lower economic end of the housing spectrum. If you need to raise cash in this way, at least have the decency to devise a plan which would spread the load pro rata over all strata of society, as indeed we are all supposed to be in this together. Shame on you.

**IMPORTANT UPDATE :** It has come to my attention just TODAY, that the catalyst for this whole enquiry into parking in our area of Newcastle, was an incident two years ago when six residents in Bankside objected to non-residents (shoppers parking their cars to go shopping in town) parking outside their (the Bankside residents') houses. As a result of these six objections, you sent a local officer to investigate. My neighbour in Vessey Terrace remembers (from two years ago) asking him what he was investigating. The officer replied that there had been a report of a parking problem in Vessey Terrace (whereas in fact the problem was ONLY in Bankside). My neighbour assured the officer quite positively at that time that there was NO parking problem whatsoever among the residents of Vessey Terrace. The officer chose to ignore this piece of information.

The outcome of this incident was the questionnaire (approx two years ago). I learned today that there were 17 responses to it, of which 6 were in favour of parking reorganisation and 11 were against this. The 6 were the residents of Bankside (who had reported their problem, as described above) and the 11 were the residents of Vessey Terrace (who didn't have a problem and who had made the officer aware that they didn't.) So it is now apparent that this proposed new parking scheme of yours, involving approx 250 households, is a result of 6 individuals in one street reporting one small parking problem. This seems to us like a serious case of mountains and molehills.....we are all agreed that a far simpler solution could very easily have been found. Instead, you made the decision to solve the minimal problem of six residents on Bankside by devising this colossal and expensive procedure, resulting in the charging of 250 households a totally unreasonable amount of money for an absolutely unnecessary parking scheme. Furthermore, I discovered today that you made this decision a full eighteen months ago, quite undemocratically, without consulting any of us, the residents, and without informing us of your decision until 15.04.13.

29.04.13

PETITION RE THE PROPOSED NEW RESIDENTS' ONLY PARKING SCHEME AS OUTLINED IN KEVIN SMITH'S LETTER OF 15.04.13 REF HOHM/TIL/NBC1

WE, THE UNDERSIGNED RESIDENTS OF VESSEY TCE, NEWCASTLE, WOULD LIKE TO EXPRESS OUR STRONGEST POSSIBLE OBJECTIONS TO THE PROPOSED NEW PARKING SCHEME. WE ARE, AND ALWAYS HAVE BEEN, TOTALLY SATISFIED WITH THE PRESENT SCHEME, WHICH HAS OPERATED SUCCESSFULLY FOR APPROXIMATELY 30 YEARS. WE ASKED FOR NO CHANGE, WE REQUIRE NO CHANGE AND WE FERVENTLY OBJECT TO THE PROPOSED CHANGE. PLEASE READ THE ATTACHED LETTER FOR DETAILS OF OUR GRIEVANCES. PLEASE ALSO TAKE NOTE THAT STAFFS COUNTY COUNCIL WILL NOT BE RECEIVING COMPLETED RESIDENTS PARKING APPLICATION FORMS FROM THE UNDERSIGNED RESIDENTS (NOS 2-54 VESSEY TCE).

No of Signatures:

House number in Vessey Tce → (2 to 29/Hevlv.)	Name	No of Signatures
2	MR M Sawyer	1
2	Ms O Sawyer	1
4	<del>MS</del>	1
4		1
6	Boyle	1
8	E.M. Capewell	1
8	of B. Garpelle	1
10	of B. Garpelle	1
10	of Wadkins	1
12	C. <del>Stu</del> (x2)	2
12	D. Couira + John Garkley (x2)	2
14	M. Eustace	1
14		1
16	M. PRICE	1
18	H. Swift	1
20	A. Shaw	1
22	Pauline Roddough - Bayatt	1
22	Peter Roddough - Bayatt	1
24	Aileen Keen	1
24	N. Keen	1
16A	A Ann McDematt	1



House number in Vessey Terrace (12 to 20 Helvetia) No of Signatures  
 26 V.M. Hobson (12 Helvetia) 2  
 (= 2)

28	<i>[Signature]</i>	
30	<i>[Signature]</i>	
30	Salsira	
32	M. Lewis	
32	E. Carr +	
34	N. Dwyer	
34	M. Elgin	
36	M. Eady	
38	E. Moore	
38		
40	Ann Trever	
40	John Trever	
42	Juliet Quincey	
42	Sybil Quincey	
44	Lucy Morden	
44	Edith Davis	
46	<i>[Signature]</i>	
46		
48	Mavis Price	
50	Dorothy	
50	<i>[Signature]</i>	
52	<i>[Signature]</i>	
52	A. Sargent	
54	<i>[Signature]</i>	
54	<i>[Signature]</i>	
2A	<i>[Signature]</i>	
2A	<i>[Signature]</i>	
Helvetia		
4	J. Richards	

No 1: *[Signature]* *[Signature]*

Wherever there is no signature beside a house number, this is because there was nobody in residence over the period 25.04.13 to 30.04.13 when this petition was compiled. THERE WERE, THEREFORE, ABSOLUTELY NO REFUSALS, in the whole of Vessey Terrace, every house.

Total number of signatures: 52

VESSEY PETITION NO 1 WITH  
ADDITIONAL SIGNATURES

IN REPLY TO KEVIN SMITH'S LETTER OF 15.04.13 REF HOHM/TH/MBC1

We, the residents of Vessey Terrace, would like to voice our strongest possible objections to your introduction of the new Residents Only Parking Scheme.

Approximately two years ('some considerable time') ago, you first consulted us about this proposed scheme. At the time we had no problem whatsoever with the parking system in operation, and we still have no problem; the present system works to the satisfaction of all of us. When you consulted us, we therefore expressed our opinion, that we did not want or require any replacement scheme. We would like to see written evidence of your assurance that 'all comments have been considered in developing the current proposals', since it is apparent to us that your present proposals reflect the complete antithesis of our comments made at the time when the questionnaire was issued to us.

You yourself admit that 'it has been some considerable time since we have communicated with the residents, for which I apologise'. In reality we, the residents, have all been signed up, as a fait accompli, to a scheme which we objected to two years ago, without being consulted at all since the time of the initial questionnaire. As your own apology suggests, such an absurdly long delay is unprofessional; in actual fact it makes a mockery of democratic process. To add insult to injury, we are being charged an extortionate £95 (for the privilege of parking outside our own house), which is a far cry from the small charge referred to in the original questionnaire. Have any of us received any feedback at all re our original comments (referred to in your first paragraph)? No, we have not. On the contrary, after no further communication whatsoever, we are told all of a sudden that we must pay, more or less immediately, a fee of £50 plus £45. Re the £50, we demand to see written evidence that you ever informed us that 'the costs to implement a scheme has to be met by permit holders by way of a one-off joining fee'. None of us would have agreed to that. You ask us to recall this 'from previous communications' yet you yourself have already apologised for the fact that there has been no communication between you and us. How ridiculous.

Are we supposed to be brimming over with gratitude that you have been kind enough 'to keep the Joining Fee down to £50'? Please don't patronise us. Credit us with a modicum of intelligence and social awareness. Re the 'annual permit charge', of course you omit to mention for how many years this £45 (which 'has been kept to a minimum') will remain at £45.....

I would like to add here too that I have spoken to friends living in areas of Burslem, Hanley and Hartshill, each of whom DID have a serious parking problem and therefore agreed to a residents' parking scheme to safeguard parking places outside their houses. All of these people pay no more than £25 per year with NO initial 'joining fee'.

Further to our observation that your action in this matter is undemocratic, we would like to add that this fundraising of yours only penalises the residents of terraced property, i.e. those at the lower economic end of the housing spectrum. If you need to raise cash in this way,

I'm sending this in again to show details of signatures.

PETITON RE THE PROPOSED NEW RESIDENTS' ONLY PARKING SCHEME AS OUTLINED IN KEVIN SMITH'S LETTER OF 15.04.13 REF HOHM/TJL/NBC1

WE, THE UNDERSIGNED RESIDENTS OF WESSEY TCE, NEWCASTLE, WOULD LIKE TO EXPRESS OUR STRONGEST POSSIBLE OBJECTIONS TO THE PROPOSED NEW PARKING SCHEME. WE ARE, AND ALWAYS HAVE BEEN, TOTALLY SATISFIED WITH THE PRESENT SCHEME, WHICH HAS OPERATED SUCCESSFULLY FOR APPROXIMATELY 30 YEARS. WE ASKED FOR NO CHANGE, WE REQUIRE NO CHANGE AND WE FERVENTLY OBJECT TO THE PROPOSED CHANGE. PLEASE READ THE ATTACHED LETTER FOR DETAILS OF OUR GRIEVANCES. PLEASE ALSO TAKE NOTE THAT STAFFS COUNTY COUNCIL WILL NOT BE RECEIVING COMPLETED RESIDENTS PARKING APPLICATION FORMS FROM THE UNDERSIGNED RESIDENTS (NOS 2-54 WESSEY TCE).

No of Signature

House number in wessey tce →	Signature	No of Signature
2	Mr M Barber	1
4	Ms O Taylor	1
4	only one resident available at the time)	1
6	Mr Price	1
8	E.M. Capewell	1
8	Mr B. Capewell	1
10	Mr & Mrs Ekins	1
12	C. Foster (x2)	2
12	D. Cooveria + John Gaskell (x2)	2
14	W. Easton	1
14	(only one resi: dont available at the time)	1
16	Mr M. PRICE	1
18	H. Snaite	1
20	A. Thomas	1
22	Pauline Rodborough - Bayliff	1
22	Peter Rodborough - Bayliff	1
24	Aileen / Roy	1
24	Deanna McDermott	1

House number in

No of Signature

Vessey Terrace (12 to 30/Helvetia) V.P. Hobson (2. Helvetia) Member ( = 2)

26	V.P. Hobson	(2)
28	<i>[Signature]</i>	
30	Casting	
30	Spirita	
32	M. Lewis	
32	E. Cusi +	
34	N. Lewis	
34	N. Lewis	
36	M. Gaddy	
36	N/A as I only one resident lives here.	
38	E. Moor	
38	N/A as only one resident lives here.	
40	Ann Tenney	
40	John Treor	
42	Juliet Quincey	
42	Sybil Quincey	
44	Larry Marden	
44	Carol Davis	
46	<i>[Signature]</i>	
46	N/A as only one resident lives here	
48	Maria Choe	
50	Dorrell	
50	<i>[Signature]</i>	
52	<i>[Signature]</i>	
52	Support	
54	<i>[Signature]</i>	
54	<i>[Signature]</i>	
2A	<i>[Signature]</i>	
2A	<i>[Signature]</i>	
Helvetia	<i>[Signature]</i>	

No 1: *[Signature]*

Whenever there is no signature beside a house number, this is because there was nobody in residence over the period 25.04.13 to 30.04.13 when this petition was compiled. THERE WERE, THEREFORE, ABSOLUTELY NO REFUSALS, in the whole of Vessey Terrace, every house.

Total number of signatures: 50 Fifty two

at least have the decency to devise a plan which would spread the load pro rata over all strata of society, as indeed we are all supposed to be in this together. Shame on you.

IMPORTANT UPDATE : It has come to my attention just TODAY, that the catalyst for this whole enquiry into parking in our area of Newcastle, was an incident two years ago when six residents in Bankside objected to non-residents (shoppers parking their cars to go shopping in town) parking outside their (the Bankside residents') houses. As a result of these six objections, you sent a local officer to investigate. My neighbour in Vessey Terrace remembers (from two years ago) asking him what he was investigating. The officer replied that there had been a report of a parking problem in Vessey Terrace (whereas in fact the problem was ONLY in Bankside). My neighbour assured the officer quite positively at that time that there was NO parking problem whatsoever among the residents of Vessey Terrace. The officer chose to ignore this piece of information.

The outcome of this incident was the questionnaire (approx two years ago). I learned today that there were 17 responses to it, of which 6 were in favour of parking reorganisation and 11 were against this. The 6 were the residents of Bankside (who had reported their problem, as described above) and the 11 were the residents of Vessey Terrace (who didn't have a problem and who had made the officer aware that they didn't.) So it is now apparent that this proposed new parking scheme of yours, involving approx 250 households, is a result of 6 individuals in one street reporting one small parking problem. This seems to us like a serious case of mountains and molehills.....we are all agreed that a far simpler solution could very easily have been found. Instead, you made the decision to solve the minimal problem of six residents on Bankside by devising this colossal and expensive procedure, resulting in the changing of 250 households a totally unreasonable amount of money for an absolutely unnecessary parking scheme. Furthermore, I discovered today that you made this decision a full eighteen months ago, quite undemocratically, without consulting any of us, the residents, and without informing us of your decision until 15.04.13.

# VESSEY PETITION No 2

**PETITION NO 2** IN RELATION TO THE PROPOSED PARKING PERMIT SCHEME IN VESSEY TERRACE : (28.05.13)

1. We the undersigned, support all comments made in the attached letter of 27<sup>th</sup> May 2013.
2. We also strongly dispute the reliability of the following comments made by Kevin Smith in his letter of 23<sup>rd</sup> May 2013 :

Paragraph 4, line 3 : 'We have written to residents on at least 5 occasions since February 2010'

Paragraph 4, line 6 : 'Many of the views expressed.....have already been considered.....and residents have been advised of the outcome of those deliberations.'

Paragraph 5, line 4 : 'However, residents' views have been sought and considered.'

We would be glad to receive copies of these alleged ('at least 5 ...since February 2010) communications between yourself and the residents of Vessey Terrace, whereby our views were sought and considered, as it is patently clear to us that nobody in Vessey Terrace received 'at least 5 communications' and that you made NO changes whatsoever to your original plans as a result of your consideration of our views.

We trust that you will, as professionals, have kept copies of such important documents.

3. Since we are reasonable people and have carefully considered your comments and views, as expressed in your letter of 23.05.13, may we propose the following system of parking permit charges :

IF, and ONLY IF, we can be absolutely guaranteed parking for all our cars within 30 metres of our home, at all times :

Initial one-off charge (we are not happy with the connotations of the expression 'Joining Fee') of £20 per residence.

Annual parking fee for one car £15

Annual parking fee for second car £10

Annual parking fee for visitor's permit (with NO ridiculous 4-hour limit ) £10.

Free parking for Blue Badge holders (as would be the case in each and every location throughout Europe)

A written assurance from you that these charges will ONLY rise in accordance with the rate of inflation.

38		
38	<u>5</u>	n/a (sole resident of 38)
40	<u>5</u>	
40	<u>A. Trever</u>	
42	<u>J.A. Robinson</u>	<u>J.A. QUINCEY</u>
44	<u>Ungden</u>	<u>L. MOYDEN</u>
44	<u>P. DAVIS</u>	<u>C. DAVIS</u>
46	<u>P. Walker</u>	<u>P. WALKER</u>
46	(n/a as only one resident lives here)	
48	<u>M. P. Price</u>	<u>MAVIS PRICE</u>
48	<u>M. ROSVALL</u>	<u>SUVE ROSVALL</u>
50	N/A in residence 27-30 May. Signature to be sent later.	
52	<u>X. SUGART</u>	<u>ALEXANDER SUGART</u>
52	Second signature to follow (in overtake 27-30 May)	<u>SONJA SUGART</u>
54	<u>DANIEL SMITH</u>	<u>DANIEL SMITH</u>
2A	<u>Napaka Adach</u>	<u>Napaka Adach</u>
2A	<u>T. Edwards</u>	<u>T. EDWARDS</u>
Helvetia	(No 4) <u>J. Edwards</u>	<u>W. EDWARDS</u>

No 1 Just Scarle - M. H.

Daniel Southward D. B. Southward

Lee Anthony Lee Anthony

MARC SMITH

Nick Wong

Oliver Morris

Mark James

Daniel Ball

Alex Howard

Alex Howard-Smith

Total number of signatures :-

56

Fifty six

Could you please send your reply to the following <sup>five</sup> numbers of Vessey Te: 10, 22, 42 OR to all who signed, whichever you prefer.

## A few extra points.

- A great percentage of residents of Vessey Terrace are pensioners, and quite a number are students and disabled, therefore unable to afford the extremely high charges you originally suggested.
- We would be glad to receive detailed accounts of the total cost of implementing and running the proposed new parking scheme.
- We would also like to receive maps of the whole area showing ① the parking situation as it is at present and ② the proposed new parking scheme.
- We would (as stated previously) like to receive copies of your communications to us (on at least 5 occasions since Feb 2010).
- Please note that there were NO REFUSALS to sign either the 1st petition or the 2nd.

### BANKSIDE

We feel that the wide pavements on Bankside could be made much narrower, creating room for the parking of a large number of cars

at right-angles (90°) to the pavement at ~~Page 46~~ <sup>the</sup> end, and at 90° to the back garden wall at ~~Vessey Terrace~~ <sup>end of</sup> Bankside ~~PTD~~ →



22 VESSEY TERRACE  
NEWCASTLE  
STAFFORDSHIRE ST5 1LS

Staffordshire County Council,  
Traffic Regulations, Highways,  
1 Staffordshire Place,  
Tipping Street,  
Stafford  
ST16 2JP

FOR THE ATTENTION OF MR. KEVIN SMITH

13<sup>TH</sup> May, 2013-05-14

Your ref. HGHM/TH/NBC1

Dear Sirs

PROPOSED RESIDENTS PARKING SCHEME  
VESSEY TERRACE NEWCASTLE-UNDER-LYME

We hereby advise you that we do not agree to your proposal in your letter dated 15<sup>th</sup> April, 2013.

Matty years ago the Liberal Councillor contacted you re. The difficulties of parking for residents, particularly on Saturdays when shoppers in the town parked and in the evening when visitors to the Cherry Tree Public House parked.

We requested that Vessey Terrace be made an access only road, this had been done in Bejerave Road with great success. We were given permit parking which was acceptable and was free of charge.

This has worked well and we have no complaints. You now tell us we need to pay £50 to join a scheme when the current scheme is fine and we don't have a problem with it and that there will be an additional fee payable each year/ How can you expect this to be acceptable to us when terrace properties in the area can park outside their property for free.

Looking at the various categories you state that visitors permits will be issued for A maximum of 4 hours. We have relatives down south who have overnight stays when they visit it just would not work and We fine it offensive that we are told How long our visitors can stay this would not be workable.

CONT. /...

We have signed a petition which every resident has signed expressing our total disagreement to your proposals which should now be in your possession.

We enclose for information only your parking application with the category of permit we would require, My wife and I are both blue badge holders and will need to park close to our home, this matter is causing us considerable stress.

Please advise what will happen in the interim period when our current permit expires and when this issue is resolved.

Yours faithfully

PETER & PAULINE  
ROXBURGH-BYATT

Enc.

SCHOOL.

Vessey Terrace

Cars parked at 45° or 90° or at pavement.

NARROWER PAVEMENT

NARROWER PAVEMENT

Cars parked at pavement

Cars parked at 90° or 45° (angled parking) to the wall.

Bank side.

SUGGESTIONS:

→ Can I add that, of the three, only one (the letter of 15.04.13) actually coincides with the period you are referring to when you mention 'on at least 5 occasions'.

10, Vessey Terrace,  
Newcastle under Lyme,  
Staffordshire  
ST5 1LS

27th, May, 2013.

Your ref: H04HM/TJLMBEC1

J Quincey,  
(No 42)

Reply to Kevin Smith.

Dear Sir,

Firstly you say that you have written to residents "on at least 5 occasions" since February 2010. We are aware of three - 1) the original approach, 2) letter of 15/04/2013 & 3) letter of 23/05/2013 in response to our petition. We are not aware of the stated 7 discussions with the JPC. Presumably we were not invited.

We asked to be provided with **numbers not percentages** as the latter are the refuge of politicians!

- How many households were approached originally in the area?
- How many responded?
- How many responded positively for without reservations?
- How many responded negatively?

The fairness or otherwise is debatable. All residents pay council tax, of which a sizable portion goes towards education, yet some have no children. Is this "fair"?

Some, as Nos 2, 4, Helvetia, 14, 24 and 28 amongst others have no car but would be required to join and obtain a visitors permit at a mere £33.75 per annum to protect any visitors who may or may not arrive - this is not merely scandalous but possibly criminal.

It seems, on talking to a few non car owners, that they thought that it did not apply to them and did not respond.

Some are students already struggling financially. Others are pensioners without cars but requiring the visits of carers of differing types. None of this is reasonable nor just in their situations. The statement "to provide a viable scheme whilst offering greater assistance by way of concessions for the more vulnerable residents" is so much political speak - i.e. rubbish. What assistance?

I am reasonably *compassionatis* but seeing the lengthy, garbled arguments put induces a zombie-like state - how do you explain this to someone with early dementia or Alzheimers?

Finally, it seems to me to be an anomaly that I hold a blue badge and may park for free in any town in this country but not in my own street.

Yours faithfully,

  
Wilson Hawkins

House number  
in Vessey Terrace

Compiled 27-30  
May 2013.

Petition No 2

Number  
of  
signatures

2	W Boyer (William Taylor)	1
2	E Taylor (CHRISTINE Taylor)	1
4	GEORGE DANIELSON	1
4	Jacob Dawson JACOB DANIELSON	1
6	Ruth Webster RUTH WEBSTER	1
8	E.M. Capewell E.M. CAPEWELL	1
8	A.D. Capewell A.D. CAPEWELL	1
10	W.J. Hawkins W.J. HAWKINS	1
10	Cecily H. Hawkins CECILY H. HAWKINS	1
12	E. Gordon E. GORDON	1
12	D. Gordon D. GORDON	2
14	D.M. Creech D.M. CREECH	2
14	W. Weston W. WESTON	1
16	Peter Fehmicke PETER FEHMICKE	1
18	Herold Sindle HEROLD SINDLE	1
20	ANTHONY HARVEY A. HARVEY	1
22	P. Roxburgh-Budget P. ROXBURGH-BUDGET	1
24	Peter Roxburgh-Budget (Signed below)	2
24	J. Roem + Mrs. S. REEM. (= 2)	2
26	(Not in residence at time petition compiled.	
26	) Signatures will be sent to you later. (asap)	
28	Glen MR GORDON ZIVAN &	1
30	SABINA SHINGIRAYI PISIKA	1
30	DAVID DAVENOR PEARSON	1
32	MICHAEL MATHEW LEAVIS EUSA L. DAVENOR EUSA CADY	2
32	EUSA L. DAVENOR EUSA CADY	1
34	WILLIAM LLOYD	1
34	N. Lloyd N. LLOYD	1
36	M. Bolton	1
36	(In fact as only one resident lives here)	1

Vessey Petition No 2  
WITH ADDITIONAL SIGNATURES. 06.13.

- CONSIDERED AS 3RD PETITION

PETITION NO 2 IN RELATION TO THE PROPOSED PARKING PERMIT SCHEME IN VESSEY TERRACE : (28.05.13)

1. We the undersigned, support all comments made in the attached letter of 27<sup>th</sup> May 2013.
2. We also strongly dispute the reliability of the following comments made by Kevin Smith in his letter of 23<sup>rd</sup> May 2013 :

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Paragraph 4, line 6 : 'Many of the views expressed.....have already been considered.....and residents have been advised of the outcome of those deliberations.'

Paragraph 5, line 4 : 'However, residents' views have been sought and considered.'

We would be glad to receive copies of these alleged ('at least 5...since February 2010) communications between yourself and the residents of Vessey Terrace, whereby our views were sought and considered, as it is patently clear to us that nobody in Vessey Terrace received 'at least 5 communications' and that you made NO changes whatsoever to your original plans as a result of your consideration of our views.

We trust that you will, as professionals, have kept copies of such important documents.

3. ~~Since~~ since we are reasonable people and have carefully considered your comments and views, as expressed in your letter of 23.05.13, may we propose the following system of parking permit charges :

IF, and ONLY IF, we can be absolutely guaranteed parking for all our cars within 30 metres of our home, at all times :

Initial one-off charge (we are not happy with the connotations of the expression 'joining Fee') of £20 per residence.

Annual parking fee for one car £15

Annual parking fee for second car £10

Annual parking fee for visitor's permit (with NO ridiculous 4-hour limit) £10

Free parking for Blue Badge holders (as would be the case in each and every location throughout Europe)

THIS A written assurance from you that these charges will ONLY rise in accordance with the REASONABLE rate of inflation.

REASONABLE SINGLE STATION



38			
38	5	C. MOOR	(sole resident of 38)
40			
42		J.A. QUINCEY	
42		S. QUINCEY	
44		L. MOYDEN	
44		C. DAVIS	
46		P. WALKER	
46			
48			
48			
60			
52			
52			
54			
54			
2A			
2A			
Helvetia			

No 1 Josh Scorer - *W.H.*

Daniel Sutherland - *D.S.*

Lee Anthony - *L.A.*

MARC SMITH

Nick Wong

Owen Morris

Mark James

Daniel Ball

Alex Howard-Snell

*W.H.*  
*D.S.*  
*L.A.*  
*W.H.*  
*D.S.*  
*L.A.*  
*W.H.*  
*D.S.*  
*L.A.*

Total number of signatures :-

Plus 5 signatures in margin

= Total 61 SIXTY-ONE

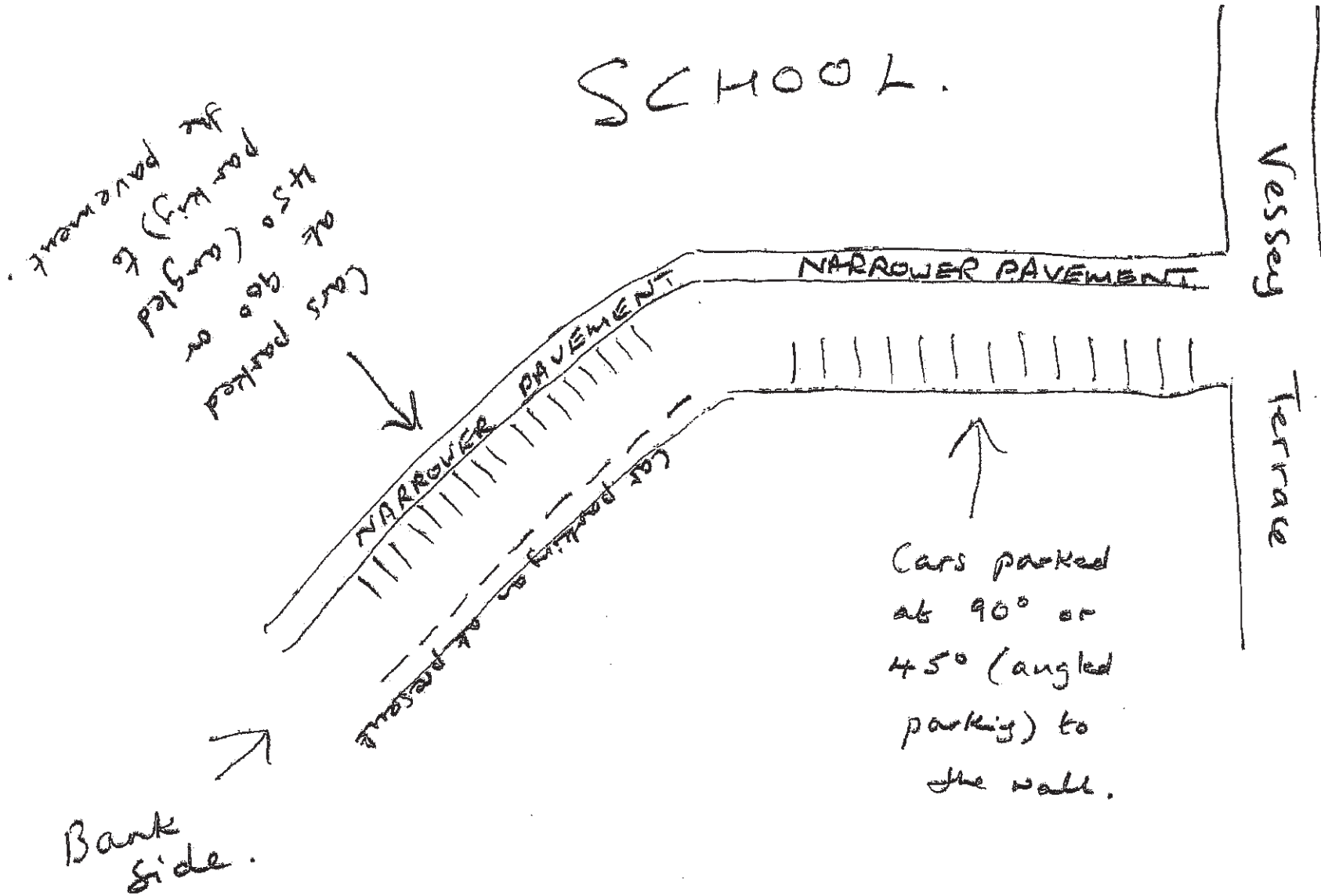
~~56~~  
Reply 8/12

No 50  
No 50  
E. O'Neill  
Sean O'Neill  
No 50  
No 50  
Kathleen Johnson

Could you please send your reply to the following numbers of Vessey Te: 10, 22, 42 OR to all who signed, whichever you prefer 09953

2.

Ideas for Bankside.





1  
A few extra points.

Please give careful

consideration to our

suggestions to parking

Plan for BANKSIDE

Vessey Lane

Sheet 2

- A great percentage of residents of Vessey Lane are pensioners, and quite a number are students and disabled, therefore unable to afford the extremely high charges you originally suggested.

- We would be glad to receive detailed accounts of the total cost of implementing and running the proposed new parking scheme.

- We would also like to receive maps of the whole area showing ① the parking situation as it is at present and ② the proposed new parking scheme.

- We would (as stated previously) like to receive copies of your communications to us (on at least 5 occasions since Feb 2010)

- Please note that there were NO REFUSALS to sign either the 1st petition or the 2nd.

BANKSIDE

We feel that the wide pavements on Bankside could be made much narrower, creating room

for the parking of a large number of cars



at right-angles (90°) to the pavement at lower end, out at 90° to the back, guarded at Vessey Terrace end of 'Bankside'.

House number  
in Vessey Terrace

Compiled 27-30  
May 2013.

Number  
of  
Signatures

↓ ↓

2	W Taylor (William Taylor)	1
2	E Taylor Christina Taylor	1
4	GEORGE BOWENBYD	1
4	Jacob Dawson <del>W. Dawson</del> JACOB DAWSON	1
6	Ross HEBBES <del>W. HEBBES</del> Ross	1
8	E.M. Capewell E.M. CAPEWELL	1
8	A.R. Capewell A.D. CAPEWELL	1
10	<del>W.D.</del> W.J. HAWKINS	1
10	Edg. W. HAWKINS. Cecily H. HAWKINS.	1
12	egoureira CAFFERQUE GOUVERIA	1
12	D Gouveia D GOUVERIA	2
14	<del>W.M.</del> D.M. GUECH <del>W. GUECH</del> W. GUECH	2
14	S Sapan	1
16	Peter Fernick <del>Peter</del>	1
18	Harold Siddle. Harman SIDER	1
20	ANTHONY HARVEY A. HARVEY	1
22	P. Rodourgh-Budget P. ROXBURGH-BYATT	1
24	Peter Roxburgh-Budget (Signed below)	1
24	J. Koehn + Mrs. S. RESEW. (= 2)	2
26	Note in residence at time petition compiled.	
26	Signatures will be sent to you later. (assays) Signed in margin.	2
28	S. Leo MR GOMM LIZAM R	1
30	SOPIA SHINGAROH PISIKH	1
30	<del>RP</del> Doreen KING	1
32	MAYNARD MATHIAS LEWIS EUGEN L. DE EUSA CACI	2
32	ELISA L. DE EUSA CACI	1
34	WILFRED WILFRED LLOYD	1
34	N. D. WENTON N. D. de WENTON	1
36	W. B. B. B. B.	1
36	(only as only one resident lives here)	1

W. H. H. H. H.  
W. H. H. H. H.  
W. H. H. H. H.  
W. H. H. H. H.

No  
26

Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

Proposed Residents Parking Zone – South East of Town Centre.

## APPENDIX C

APPENDIX C

Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

Proposed Residents Parking Zone – South East of Town Centre.

Consultation Timeline

1 <sup>st</sup> Stage: Date - February 2010	Detail of proposals, plan of area, questionnaire. Advises of need for Permit Charge and Joining Fee.
2 <sup>nd</sup> Stage: Date – November 2010	Advises of Permit details, further questionnaire, Permit Charge, Joining Fee, Further plan of area
2 <sup>nd</sup> Stage reminder: Date – December 2010	Same as November letter but only to those not yet responded.
3 <sup>rd</sup> Stage: Date – July 2011	Letter re Public advertisement of proposals. Copy of on-street Notice, Plans. Advises Joining fee and confirms Permit fee in the region of £50
4 <sup>th</sup> Stage: Date - July 2012	Update to residents. Advising of Joining and Permit Fee. Summary of issues raised during the public advertisement and earlier consultations together with JPC response.
5 <sup>th</sup> Stage: Date – April 2013	Letter explaining process, Plan, permit details (including charges), application form, details of evidence required.

Report or Briefing Note to Joint Parking Committee

2010 - July  
 2010 – September  
 2011 – February  
 2011 – April  
 2011 - June  
 2011 – November  
 2012 – January  
 2012 – April  
 2012 – July  
 2013 - July

Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

Proposed Residents Parking Zone – South East of Town Centre.

## APPENDIX D

## APPENDIX D

### Breakdown of responses (Initial Consultation with 1<sup>st</sup> questionnaire) received from residents of the proposed NBC RPZ area.

<b>Number of households approached</b>	261 Information packs posted across whole area of proposed RPZ.
<b>Number of responses</b>	102 responses were received.
<b>How many responded positively without reservations</b>	61 Voted Yes to Scheme and Yes to Charges
<b>How many responded negatively</b>	16 Voted Yes to Scheme and No to Charges 15 Voted No to Scheme and No to Charges
	10 incomplete forms

\*Note: Some questionnaires were returned with Yes/No votes with added negative/positive comments.

Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

Proposed Residents Parking Zone – South East of Town Centre.

## APPENDIX E

Newcastle Under Lyme Borough Council Joint Parking Committee 22 July 2013

Proposed Residents Parking Zone – South East of Town Centre.

### **Summary of Likely Options and their Effects**

#### **1 Implementation of Proposed Scheme.**

- (a) Some residents may consider that they are being forced to join the scheme as any vehicles not displaying a permit will be liable to receive a Penalty Charge Notice(PCN) otherwise liable to receive PCN.
- (b) Likely commencement date of scheme would be September 2013.
- (c) The proposals should maintain the current parking levels of those within the scheme and benefit residents of certain roads not currently protected.
- (d) Assuming no excessive over subscription permits holders should normally be able to park close to their property.
- (e) Currently able to accommodate all requests for Permits within the restricted area. There should be enough capacity to accommodate future requests. However if a sudden influx of applications we would need to decide whether or not to allocate to all requests received prior to 'cut-off' date and then prioritise allocation or extend the deadline and prioritise all applications up to that point.
- (f) Free Permits for the existing scheme will continue to be issued until the commencement of the proposed scheme.

#### **2 Abandonment of Proposed Scheme**

- (a) The status quo would be maintained.
- (b) There would be no benefit for those residents outside of the existing scheme area who would be included in the new scheme.
- (c) Future schemes would likely be subject to charges thereby creating a two tier system within the Borough.
- (d) To prevent the introduction of a two tier arrangement and the continued subsidising of the current arrangements consideration should be given to the withdrawal of the current scheme.

#### **3 Modify Scheme**

- (a) If implemented in part i.e. only those streets with sufficient permit take up, and maintain current scheme a two tier scheme would be introduced.
- (b) If implemented in part i.e. only those streets with sufficient permit take up, and current scheme abandoned the new scheme would prove detrimental to those residents not included. Possibly a reversal of the current parking situation.
- (c) A new TRO may be necessary.

#### **4 Withdrawal of Current Scheme**

- (a) Given the presence of establishments that generate car parking and the proximity to the town centre there is the likelihood that parking within many of the streets would become problematic for residents.
- (b) As parking would no longer be restricted only to residents it is possible that the pressures on nearby streets would diminish as vehicles spread across the area although this could be negated by additional vehicles circulating in the area as drivers look for car parking spaces.
- (c) Problems of congestion and safety issues currently experienced in Bankside could be reduced as School Staff and Parents have more opportunities to park on-street.
- (d) A new TRO would be required.



## NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

### EXECUTIVE MANAGEMENT TEAM'S REPORT TO THE JOINT PARKING COMMITTEE

22<sup>nd</sup> July 2013

1. **REPORT TITLE**                      **Review of Parking Enforcement in Staffordshire.**
- Submitted by:**                      **Engineering Manager – Graham Williams**
- Portfolio:**                              **Environment and Recycling**
- Ward(s) affected:**                      **All**

#### **Purpose of the Report**

To inform members of the progress of a review of parking enforcement in Staffordshire.

#### **Recommendations**

That members receive the report.

#### 1. **Background**

1. Decriminalised Parking Enforcement (subsequently renamed Civil Parking Enforcement – CPE) was introduced across the County in two phases in 2007 and 2009
2. The on-street enforcement is undertaken by the district councils on behalf of the County Council. There are a number of differing methods of procuring the enforcement within the County.

#### 2. **Issues**

1. The enforcement across the County is reasonably consistent; however the service is costing the County Council approximately £200,000 per year.
2. Two (East Staffs BC and Newcastle BC) of the 8 district councils are showing slight surpluses, this is due to the on-street charging which exists in these areas.

#### 3. **Proposals**

1. In order to reduce the cost of providing the CPE service across the County, a review of the service is being undertaken. This review process includes officers from all the 8 district councils, Stoke City Council (who provide the back office processing for all of the district councils) and the County Council. Views of the elected members who sit on the Staffordshire Parking Board (this consists of 8 district and 1 county council members) have been sought.
2. A report outlining the current situation of the review was presented to the Staffordshire Parking Board on Tuesday 9<sup>th</sup> July 2013. A copy of the report is appended for your information; further updates will be made to this committee in due course.

4. **Outcomes Linked to Sustainable Community Strategy and Corporate Priorities**

1. Creating a clean, safe and sustainable Borough.
2. Creating a Borough of opportunity.

7. **Legal and Statutory Implications**

1. None for the Borough Council.

9. **Financial and Resource Implications**

1. None for the Borough Council.

## **Civil Parking Enforcement**

### **Introduction**

1. Members will be aware that a review of CPE started at the end of 2012 and since that time there have been two Members workshops and the Officer working group has met monthly since the beginning of 2013.

### **The background**

2. Civil Parking Enforcement, supports the network management duty which is about making best use of the existing network, improving traffic flows to reduce wasteful traffic delays and providing a viable sustainable alternative to single occupancy car travel.
3. Civil Parking Enforcement, when carried out sensitively, gives local communities the ability to manage parking for the benefit of many. It can greatly enhance the quality of life for people living in town centres, improve conditions for pedestrians (particularly the elderly and disabled people), ease traffic flow, improve short-term accessibility of the town centres, support public transport, make deliveries easier and boost the local economy.
4. Decriminalised Parking Enforcement (DPE) was introduced under the Traffic Management Act 2004 and transferred the responsibility for the enforcement of non-endorse able on-street parking offences from the police to the local traffic authority. DPE was introduced in Staffordshire in two phases. The first, Tranche 1 covering the Districts of East Staffordshire, Newcastle-under-Lyme, Stafford and Staffordshire Moorlands was introduced in 2007. Tranche 2, covered the remaining Districts of Cannock Chase, Lichfield, South Staffordshire and Tamworth was introduced in 2009. Prior to the introduction of Tranche 2, DPE was nationally renamed as Civil Parking Enforcement (CPE).
5. Back office processing of notices is undertaken by Stoke-on-Trent City Council on behalf of all the District Councils. The Districts provide the enforcement services through a variety of methods including in-house and via external contracts. Front line enforcement in all of the Tranche 2 Districts is undertaken via a contract with APCOA Parking UK Limited.

### **Where are we now?**

6. The review has investigated all aspects of the service with some work on finances ongoing following the final accounts for 2012-13 being submitted and agreed at the Joint Parking Board today.
  - Clear Streets has achieved its objectives, motorists are now more compliant in the way they park. Numbers of penalty charge notices issued have reduced from over 63,000 in 2009-10 to just over 45,500 in

2012-13 i.e. 71% of the first year of CPE across the whole of Staffordshire..

- Residents in Staffordshire are more satisfied with measures to tackle illegal on street parking than they were in 2008 (NHT annual Satisfaction survey) 44% in 2012 compared to 37% in 2008
- Residents in Staffordshire are more satisfied with restrictions of parking on busy roads (NHT Survey) 49% in 2012 compared to 43% in 2008
- The service is in line with statutory requirements and best practice and is generally delivered effectively with a clear commitment to service delivery and good customer service from officers and providers involved.
- The service continues to operate at a net cost (£209.1k in 2012-13
- The Districts that regularly operate at a net surplus are those that operate on street charging i.e. East Staffordshire Borough Council and Newcastle Borough Council. For comparison, East Staffordshire would have made a 67.8k loss in 2013-13 without on street charging, Newcastle Borough a £50.5k loss.)
- Whilst 'Clear Streets' has a clear set of objectives, there is no overall joint parking strategy that brings together on-street and off-street provision.
- Where the service has consistently operated at a surplus and with no rolling deficit (East Staffordshire), the local Joint Parking Committee has been able to invest in additional parking related traffic orders above the rolling programme of four per year in each District. Since the introduction of on-street charging, Newcastle has operated at an annual surplus and is now paying back the deficit.

29. Outcomes from Member workshop 26<sup>th</sup> March 2013.

- Implement more parking related Traffic Regulation Orders
- Allow more discretion on the issue of Penalty Charge Notices by Civil Enforcement Officers to reduce the number of cancellations
- Process and implement more Residents Parking Zone
- Better informed highway users in relation to parking
- Governance – do we get out of the local Joint Parking Committees and Parking Board what was expected?
- Develop a Parking Strategy that brings together on-street and off – street provision and management linked to the Local Transport Plan and Local Development Framework

30. There are a number of different delivery models that could be considered and further work is now required to define the outcome that is required for the service.

31. It is however, unlikely that the current annual deficit for the service can be significantly reduced without changes to the current service. If the key driver is

to deliver financial savings to reduce the operational deficit, it is likely that this can only be achieved through changing existing service levels or, delivery arrangements.

32. This is consistent with evidence recently given to the Parliamentary Transport Select Committee which is currently looking at local authority parking enforcement. The Chair of the British Parking Association, Patrick Troy, indicated that “Despite what the media might have us believe, very few councils are in surplus on their parking, many councils subsidising parking enforcement from paid-parking revenues”.
33. Whilst the review has yet to go through the political process within each District, informal discussions with members and officers suggests that it is unlikely that any of the of the District Councils will wish to take on the financial risk of operating the on-street enforcement service and any change is likely to require the changing or, ending of the current agreements with the District Councils. This does not however rule out the possibility of the creation of new and more effective agreements. This could include
  - Establishing a single management structure to direct the service in order to achieve efficiency and service improvement outcomes
  - Centralising the co-ordination of enforcement, including reviewing beat patterns, to ensure effective and efficient on-street enforcement - but recognising that on-street enforcement needs to be undertaken by CEOs based locally
  - Combined procurement arrangements for enforcement services
  - Taking advantage of new technology such as ANPR ‘Smart’ Cars
  - Place Infrastructure+

### **Next steps**

34. Currently work is ongoing to establish the financial baseline for the service before moving on to examine how the service could be commissioned in the future and, the estimated costs of the different options.
35. Next steps also need to take account of the political processes of all the organisations that are involved in managing and delivering the service.
36. Parking Enforcement is within scope of Place Infrastructure+ and there is therefore further opportunities to examine options as part of the procurement process for this arrangement over the forthcoming months.
37. The County Council will be taking a report to Cabinet in October 2013 [confirm after discussion with Cllr Lawrence]

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