

## CABINET ITEM COVERING SHEET PROFORMA

**AGENDA ITEM**

**REPORT TO CABINET**

**9 FEBRUARY 2012**

**REPORT OF CORPORATE  
MANAGEMENT TEAM**

### **CABINET DECISION**

**Regeneration & Transport – Lead Cabinet Member – Councillor Mike Smith**

#### **BOROUGH WIDE PARKING REVIEW NEXT STEPS**

1. Summary

The purpose of this report is to provide Cabinet with an outline of the next steps in the delivery of the Borough Wide Car Parking Strategy which was approved by Cabinet on 8<sup>th</sup> December 2012. The Borough wide Car Parking Strategy considered the parking needs of all of the town centres within the borough and included Norton High Street.

The strategy included a series of actions that were appropriate for the individual town centre locations and led to a priority assessment based on need and other activities that were planned for those localities. It is intended that Cabinet be updated at appropriate stages as this action plan is to be delivered across the borough.

Each town centre is moving at a different pace in terms of the changes that have been identified. In response to the Borough Wide Parking Review there has been a focus of attention and the demand for a response to the policy that has been set relating to Yarm town centre. A significant amount of attention has been drawn to the proposals put forward for Yarm and the issues there are longstanding, so it is understandable that early intervention remains a priority. It is therefore appropriate to outline the next steps at this stage. Progress relating to the other town centres and Norton High Street will also be reported to Cabinet as appropriate.

Therefore in relation to Yarm, there is a clear plan for consulting with businesses, residents, taxi operators, Ward Members and Yarm Town Council through a variety of means and which will help to shape the parking solution prior to the formal consultation stage being commenced. Through this engagement it is hoped that many of the issues that have been raised to date as concerns will be able to be accommodated in a workable solution.

2. Recommendations

It is recommended that Cabinet note the content of this report.

3. Reasons for the Recommendations/Decision(s)

The development of a comprehensive parking strategy is necessary for the future provision, management and maintenance of parking facilities within the Borough at a time when the economic performance and regeneration of its town centres are at a crucial stage.

Important market research intelligence for Yarm and Stockton town centres has recently been provided and needs to be utilised to drive forward new car parking management strategies to underpin improved economic performance of these two centres.

Engagement with residents is also critical to build on this intelligence and this report sets out those next steps.

#### 4. Members' Interests

Members (including co-opted Members with voting rights) should consider whether they have a personal interest in the item as defined in the Council's code of conduct (**paragraph 8**) and, if so, declare the existence and nature of that interest in accordance with paragraph 9 of the code.

Where a Member regards him/herself as having a personal interest in the item, he/she must then consider whether that interest is one which a member of the public, with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice the Member's judgement of the public interest (**paragraphs 10 and 11 of the code of conduct**).

A Member with a prejudicial interest in any matter must withdraw from the room where the meeting considering the business is being held -

- in a case where the Member is attending a meeting (including a meeting of a select committee) but only for the purpose of making representations, answering questions or giving evidence, provided the public are also allowed to attend the meeting for the same purpose whether under statutory right or otherwise, immediately after making representations, answering questions or giving evidence as the case may be;
- in any other case, whenever it becomes apparent that the business is being considered at the meeting;

and must not exercise executive functions in relation to the matter and not seek improperly to influence the decision about the matter (**paragraph 12 of the Code**).

**Further to the above, it should be noted that any Member attending a meeting of Cabinet, Select Committee etc; whether or not they are a Member of the Cabinet or Select Committee concerned, must declare any personal interest which they have in the business being considered at the meeting (unless the interest arises solely from the Member's membership of, or position of control or management on any other body to which the Member was appointed or nominated by the Council, or on any other body exercising functions of a public nature, when the interest only needs to be declared if and when the Member speaks on the matter), and if their interest is prejudicial, they must also leave the meeting room, subject to and in accordance with the provisions referred to above.**

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**SUMMARY**

This report provides Cabinet with an update of the next steps following on from the Borough Wide Parking Strategy which was approved on the 8<sup>th</sup> December 2011. The Borough Wide Parking Review considered all of the town centres within the Borough together with Norton High Street. It is proposed that Cabinet will be updated with progress associated with each town centre and/or Norton as and when phases of implementation become imminent. Since the report in December momentum has gathered significantly with Yarm and therefore this report focuses on providing further information on the next steps for changes that are proposed within Yarm.

**RECOMMENDATIONS**

It is recommended that Cabinet endorse the next steps detailed in this report.

**DETAIL**

1. Cabinet will be aware that its decision on the Borough Wide Parking Strategy was called in by six Elected Members and considered by Executive Scrutiny on the 19<sup>th</sup> January 2012. Executive Scrutiny heard representations from a number of interested parties but decided not to refer the matter back to Cabinet for reconsideration.
2. The focus of the December report to Cabinet and recommendations for Yarm were determined in part by the results of independent market research into the economic performance and visitor rating of the town. The content of this was included in the December report.
3. The proposed changes to car parking arrangements on the High Street do of course have an impact not only on visitors and businesses but also residents who currently rely on the High Street as they may not have their own in-curtilage private parking.
4. Consultation and engagement on the implications of car parking for residents of Yarm has been well documented over the last few years. Cabinet will recall that previous consultation carried out in the summer of 2009, which targeted 10,000 local residents, asked specific questions relating to the principles of pay and display on the High Street along with the provision and location of a long stay car park. The results of this consultation were brought to Cabinet on 26<sup>th</sup> November 2009 with a specific recommendation which referenced the introduction of a residents car parking scheme being introduced if charging for short stay car parking was introduced on the High Street. Of the 10,000 consultees, 888 responses were received and these were broken down into those who live in the Yarm central area, those who live in the Yarm Parish and then those further afield. The views of those who

live in the Yarm central area in 2009 were mixed in relation to the introduction of pay and display with 46% in support, however, 68% of residents were in favour of introduction of residents permits if charging for car parking were introduced in the context of additional long stay provision. Other elements of the Cabinet report of November 2009 considered the need for additional long stay car parking and an action plan to bring such proposals forward.

5. In order to help to improve the economic performance of Yarm the information gathered from the survey in 2009 coupled with the results of the in depth market research were used to frame the proposals considered by Cabinet in December 2011. Clearly from the response to the survey in 2009 any changes to the parking arrangements in Yarm would have impacts on the residents and their views will be collected as part of the ongoing consultation process to help shape the changes to the parking arrangements in the town.

### **Next Steps**

6. The policy changes that have been proposed for Yarm as part of the December Cabinet decision are set to move forward in the early part of 2012. Clearly there are a number of further stages of community engagement and consultation that will take place in order to ensure that residents views are clearly heard and understood before we implement any changes and move into the statutory processes of a traffic regulation order.
7. One of the next steps in the consultation process will include a business forum scheduled for 9<sup>th</sup> February 2012 with the NNDR registered businesses in Yarm. This forum will be used to present the economic data that came from the market research. Issues raised at that event will help to provide a workable solution to the parking problem in Yarm and will offer the opportunity to businesses to raise their concerns over a variety of issues that may include deliveries, staff parking and access arrangements. It is hoped that this will be an ongoing dialogue with businesses that wish to participate in delivering a long term solution to the parking issue coupled with securing economic growth.
8. Direct engagement with those residents who currently rely on the High Street to park their vehicles who have no in-curtilage parking or who are directly affected in other ways by the proposal is also scheduled over two alternate days in late February and early March 2012. The purpose of these meetings is to listen to every resident that is or may be directly affected.
9. A further piece of independent analysis is planned to ensure that we have detailed information about every resident on the High Street to understand their parking habits, needs and the numbers of vehicles per household. The results of this exercise will be taken into account before the development of the detailed proposals and any changes to parking arrangements on the High Street prior to formal statutory consultation.
10. The provision of additional taxi rank space was highlighted in the taxi operators response to the market research and that is being considered in the draft plans for the High Street. Further discussions with the taxi trade will take place at their forum in the coming weeks.
11. Once the detailed design of proposed changes to High Street parking arrangements including pay and display and residents parking have been developed a statutory process will start as a new traffic regulation order is consulted upon. As part of this process the changes will be advertised and comments, support or objections can be lodged with the Council which must then be duly considered. If there are a number of objections to the proposals then they would be referred to the Council's Appeals & Complaints Committee for further consideration or alteration. That Committee will have the right to determine whether the proposals presented are acceptable or not and have the ability to uphold objections or seek changes to the proposals by making appropriate recommendations to the Head of Service.

12. In summary, the consultation process not only with businesses and the wider community but also residents, is an ongoing process where there are a number of opportunities for issues and concerns to be aired, presented and considered through a full democratic process.

## **FINANCIAL IMPLICATIONS**

The Capital costs of introducing car parking charges in Yarm would be met through the Medium Term Financial Plan.

## **LEGAL IMPLICATIONS**

Associated Traffic Regulation Orders and car parking Control of Use Orders associated with the Borough wide Car Parking Strategy will be processed in accordance with statutory procedures and advertised as required by the "Local Authorities Traffic Orders (Procedure) (England & Wales)) Regulations 1989 as amended" to enable objections to be made. Any unresolved formal objections will be considered by the Council's Appeals & Complaints Committee, to which objectors are invited to attend in person. The Committee's recommendations are referred to the Head of Technical Services and Cabinet Member for Regeneration & Transport as part of the decision making process.

## **RISK ASSESSMENT**

The recommendations contained within this report and the Borough Wide Car Parking Strategy are categorised as medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

## **SUSTAINABLE COMMUNITY STRATEGY IMPLICATIONS**

The implementation of the Borough Wide Car Parking Strategy will assist in achieving key ambitions to improving the economic performance of the Borough in general which is firmly embedded in regional, sub-regional and local regeneration policies.

The Borough Wide Car Parking Strategy will contribute towards the ambitions outlined in the Sustainable Communities Strategy under the following core theme for 2008-2021:

### **Economic Regeneration and Transport**

Flexible charging tariffs and parking management across the Borough will positively support the planned and on-going regeneration projects in the Borough's town centres. The recommendations outlined in the Borough Wide Car Parking Strategy will provide a consistent approach to car parking across the whole Borough whilst reflecting the local issues in each of the individual town centres to underpin the ambition to create vibrant and successful town centres.

The Strategy further supports this theme by improving access into town centres.

### **Stronger Communities**

Improving urban competitiveness and liveability will secure the long term economic viability of the Borough.

### **Arts Leisure and Culture**

The ambition to make the Borough more attractive physically but also in terms of attracting new people, business and cultural opportunities to the Borough would be assisted by flexible charging tariffs and parking management.

## **EQUALITIES IMPACT ASSESSMENT**

This report has been subject to an Equality Impact Assessment because the proposed changes to charging for blue badge holders, introduction of additional short stay car parking on Stockton High

Street and introduction of or amendment to pay and display tariffs. The assessment overall indicates that a neutral to positive score has been identified as a result.

## **CONSULTATION INCLUDING WARD/COUNCILLORS**

The consultation on the "Borough Wide Car Parking Strategy" was documented in the report to Cabinet 8 December 2011.

<b>Name of Contact Officer:</b>	<b>Richard McGuckin</b>
<b>Post Title:</b>	<b>Head of Technical Services</b>
<b>Telephone No.</b>	<b>01642 527028</b>
<b>Email Address:</b>	<b>richard.mcguckin@stockton.gov.uk</b>

### Education Related?

No

### Background Papers

Report to Cabinet 8 December 2011 – Borough Wide Parking Review  
Report to Executive Scrutiny 19 January 2012 – Borough Wide Parking Review Call-in Report  
Report to Cabinet 16 December 2010 (Min. 115 refers) - Environment Select Committee Report  
Borough Wide Car Parking Strategy  
Report to Cabinet 8 December 2011 – Stockton Town Centre Regeneration  
Annual Car Parking Report 2009/10 & 2010/11  
NEMS Market Research – Stockton Town Centre Study October 2011  
NEMS Market Research – Yarm Town Centre Car Parking Study September 2011  
Stockton Town Centre Prospectus

### Ward(s) and Ward Councillors:

All

### Property

N/A