

Chippenham Area (3) Committee Meeting - 5th December 2005.

Consultation on a Future Strategy for Parking, Access and Transportation (PAT).

A discussion paper by Councillor P. G. Allnatt, NWDC Champion for PAT.

1. Purpose

- a. The purpose of this discussion paper is to provide background information as a guide to the consultation and to complement the presentation. It is not exhaustive or definitive. Anyone is welcome to comment on matters of accuracy.
- b. The purpose of the consultation process is to discuss:
 - i. The current arrangements for parking charges, which were implemented from September 2005.
 - ii. A timetable and resources for implementing the strategy.
 - iii. The scope of a strategy for **PAT**.
 - iv. Some initial ideas about the details of the strategy.
- c. After the consultation is complete across the district and the Council's Overview & Scrutiny and Executive Committees have considered the issues, a second round of consultation will take place, as appropriate, to expand on the details of the strategy.
- d. Thereafter, Council's Overview & Scrutiny and Executive Committees will consider draft proposals for a strategy and attendant policies, resources and implementation timeframe.

2. Background

- a. The Road Traffic Regulation Act 1984 sections 32 & 34 give concurrent powers to County and District councils to provide **off-street parking**, and in section 35 to charge and generally regulate. Under section 57 Parish/Town councils can also provide off-street parking subject to permission from the County Council.
- b. Historically and for the most part it has been Wiltshire's District Councils, which have chosen to exercise these discretionary powers.
- c. General **on-street parking**, including for public transport, is restricted in accordance with "routine" traffic orders and highway regulations administered by the County Council after due process of notice and consultation, often in response to requests by other councils and the general public. From memory there are about 100 permanent and 100 temporary notices/orders processed by County Council every year.
- d. Enforcement is the responsibility of the Police, mostly observed by their absence. These powers, in Wiltshire, are being transferred under the Road Traffic Act 1991 to the District Councils. This is amplified in Appendix 3 –

Decriminalisation of Parking Enforcement (DPE). This is a formidable task involving close co-operation of all councils and the police service. There are five key points to note.

- i. Phase 1 of the transfer is scheduled for September 2006.
 - ii. At this point all existing restrictions will be transferred en block.
 - iii. In preparation for this there is a programme of “re-painting yellow lines” etc.
 - iv. In some cases residents have been parking on “yellow lines” outside their own homes for many years with impunity. Clearly this will be a problem from September 2006. Is this true for the Chippenham area?
 - v. A Phase 2 DPE to alter existing traffic orders, the “yellow lines and so on, is envisaged. This might be done on the basis of one order per town centre area but it requires a big effort by the local community to agree the details, before the legal consultation process starts.
- e. **Residents Preference Parking Schemes** are a possible solution to the problem described in paragraph d. iv above and also more generally. Schemes are approved by the County Council, on the proviso that local residents and the district council cover all costs and administer the scheme. The extant policy leaflet is attached as Appendix 4. **However**, for all practical purposes, introduction of new schemes has been suspended until after the introduction of **DPE** in September 2006. Further, these require due legal notice and consultation, which can take between six months to a year! Currently, the County and District staff are considering how best to respond to a growing demand for these schemes. It is envisaged that each town could be “zoned” in order to reduce the number of schemes. The larger the “zone” the bigger the possibility of objections of course. As with the general “yellow lines” the local community needs to consider carefully where residents’ parking schemes would be helpful and put them into the **PAT** strategy as soon as possible.
- f. Subsequent to the Leader of the Council (Councillor C. O’Gorman) requesting the Champion (Councillor P.G. Allnatt) to accelerate the development of the strategy, some interim proposals for the current financial year were approved by the Executive on 10th November 2005: for Calne, Corsham, Malmesbury and Wootton Bassett, but not Chippenham.
- g. At the meeting of the Executive on 3rd November 2005 it was agreed to progress the proposed improvements at Borough Parade Car Park as set out as Option 2 in the Transport and Access Study, prepared by Mayer Brown in September 2005.

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