

Cabinet Member for Environmental Services Agenda

Date: Thursday, 10th December, 2009
Time: 11.00 am
Venue: Committee Suite 2, Westfields, Middlewich Road, Sandbach.
CW11 1HZ

The agenda is divided into 2 parts. Part 1 is taken in the presence of the public and press. Part 2 items will be considered in the absence of the public and press for the reasons indicated on the agenda and at the foot of each report.

PART 1 – MATTERS TO BE CONSIDERED WITH THE PUBLIC AND PRESS PRESENT

1. **Apologies for Absence**
2. **Declarations of Interest**

To provide an opportunity for Members and Officers to declare any personal and/or prejudicial interests in any item on the agenda

3. **Public Speaking Time/Open Session**

For any apologies or requests for further information, or to give notice of a question to be asked by a member of the public

Contact: Paul Mountford
Tel: 01270 529749
E-Mail: paul.mountford@cheshireeast.gov.uk

In accordance with Procedure Rules Nos.11 and 35 a period of 10 minutes is allocated for members of the public to address the meeting on any matter relevant to the work of the meeting. Individual members of the public may speak for up to 5 minutes but the Chairman will decide how the period of time allocated for public speaking will be apportioned where there are a number of speakers. Members of the public are not required to give notice to use this facility. However, as a matter of courtesy, a period of 24 hours' notice is encouraged.

Members of the public wishing to ask a question at the meeting should provide three clear working days' notice, in writing, in order for an informed answer to be given.

4. **Minutes of Previous meeting** (Pages 1 - 4)

To approve the minutes of the meeting held on 3 August 2009.

5. **Thomas Street East and West Car Parks, Crewe - Off Street Parking Places Order** (Pages 5 - 26)

To consider objections to the proposed Off Street Parking Places Order.

6. **Temporary Closure of Lyceum Square Car Park, Crewe** (Pages 27 - 30)

To consider the temporary closure of this car park in association with the improvement scheme for Lyceum Square.

7. **Civic Centre (Library) Car Park, Crewe** (Pages 31 - 34)

To consider an amendment to the Off Street Parking Places Order (Crewe and Nantwich) to include the Civic Centre (Library) Car Park, Crewe.

8. **Introduction of Residents Parking Schemes** (Pages 35 - 40)

To consider the introduction of Residents Parking Schemes in Cheshire East.

CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Cabinet Member for Environmental Services**
held on Monday, 3rd August, 2009 at Committee Suite 3, Westfields,
Middlewich Road, Sandbach CW11 1HZ

PRESENT

Councillor D Brickhill, Cabinet Member for Environmental Services

In attendance

Councillor Rodney Walker

Officers

Phil Sherratt, Head of Environmental Services
Peter Hartwell, Head of Safer and Stronger Communities
Paul Burns, Environmental Services
Paul Mountford, Democratic Services

Apologies

Councillor Betty Howell

8 DECLARATIONS OF INTEREST

There were no declarations of interest.

9 PUBLIC SPEAKING TIME/OPEN SESSION

There were no questions from members of the public.

10 MINUTES OF PREVIOUS MEETING

RESOLVED

That the minutes of the meeting of 9 July 2009 be approved as a correct record.

11 SUPPLEMENTARY REPORT REGARDING THE AMENDMENT TO THE OFF-STREET PARKING PLACES ORDER (CREWE AND NANTWICH) TO INCLUDE THE CIVIC CENTRE (LIBRARY) CAR PARK, CREWE

The Cabinet Member for Environmental Services accepted this item of an urgent item of business as provided by Paragraph 43.6 of the Executive Procedure Rules. The item was urgent because the need to seek specific approval of the charges had been identified only within

the last few days during the drafting of the order and therefore it could not meet the usual reporting timetable.

At the meeting of 9 July 2009 the Cabinet Member approved, subject to statutory consultation, the introduction of car parking control at the Civic Centre (Library) Car Park, Crewe. It had been anticipated that the statutory consultation for the amendments to the 2008 Order would have commenced before the meeting of 3 August 2009. Without approval of the charges to be implemented, however, the statutory period could not be commenced.

The supplementary report now before the Cabinet Member sought approval of the charges of £2.50 per day or £400 for an annual contract permit. The site had previously been managed by Cheshire County Council outside of car park order control and the proposed charges mirrored the existing charges on the site.

RESOLVED

That subject to the 21 days' statutory consultation already in progress, a further amendment be made to the Borough of Crewe and Nantwich (General) (Off Street Parking Places) (Consolidation) (Minor) Order 2008, to introduce charging at £2.50 per day or £400 for an annual contract permit.

12 OFF-STREET PARKING PLACES ORDER - THE CARRS CAR PARK, WILMSLOW

The Cabinet Member gave further consideration to the proposed off-street car parking order for the Carrs (Chancel Lane) Car Park, Wilmslow following representations received in relation to the advertised proposals.

The intention to make an order on the car park had originally been advertised on 12 February 2009 following approval of the former Macclesfield Borough Council Cabinet on 4 February 2009. Representations had then been received and the proposals had been modified to reflect the needs of Park and Parish Hall users. The proposal to make the order was subsequently re-advertised on 4 June 2009, incorporating the agreed revisions and following Cabinet Member approval on 19 May 2009. One representation to the re-advertised order had been received and this related to the proposed charging structure and not to the principle of introducing the car park control order on the car park.

RESOLVED

That, the representations received having been considered,

- (1) the level of charges be approved in accordance with the advertised notice of proposals; and

- (2) the Borough Solicitor be authorised to make the Cheshire East Borough Council (Off Street Parking Places) (Civil Enforcement and Consolidation) (Amendment No.1) Order 2009 (amending the Macclesfield Borough Council (Off Street Parking Places) (Civil Enforcement and Consolidation) Order 2008).

13 PROPOSAL TO STOP UP HIGHWAY LAND AT 134 NANTWICH ROAD, CREWE

An application has been received from the owners of the property at 134 Nantwich Road, Crewe to stop up an adjacent area of highway land.

The Council had the power under Section 117 of the Highways Act 1980 to make such an application on behalf of another person.

The proposals were consistent with the Council's Policy on Highways Maintenance and were in accordance with the duty placed on the Authority under Section 116 of the Highways Act 1980.

Local Ward Members Councillors David Cannon and Betty Howell were unable to attend the meeting but had forwarded their comments which were reported.

RESOLVED

That the area of highway land shown hatched on the plan attached to the report be declared unnecessary and surplus to Highways Operations requirements, and an application be submitted to the Magistrates' Court for all rights to be stopped-up over this area, in accordance with Section 116 of the Highways Act 1980.

14 7.5 TONNE WEIGHT LIMIT: BARTHOMLEY AND SURROUNDING AREA

The Cabinet Member considered a report on the implications of introducing a 7.5T environmental weight limit in the area around Barthomley following concerns expressed by local residents about HCVs using the area as an alternative route, particularly during periods when the surrounding road network was closed.

The available data suggested that a 7.5T Environmental Weight Limit was not justified and there were concerns about the effects of placing restrictions at the Borough's boundary and not at junctions. However, an experimental order would allow a full assessment of the effects of the proposal to be undertaken.

RESOLVED

That an experimental traffic regulation order be introduced, the effect of which will be to prevent heavy commercial vehicles over 7.5 tonnes from

proceeding along the lengths of roads shown on the plan attached to the report except for access.

15 ALLEY-GATING SCHEME - CREWE SOUTH

The Cabinet Member considered a request by the Safer Communities Partnership for a further amendment to the Lunt Avenue/Ruskin Road/Smallman Road/Tynedale Avenue, Crewe Gating Scheme in the Crewe South Ward to enable the gating to alleyways at Lunt Avenue, Ruskin Road, Smallman Road and Tynedale Avenue to proceed.

Local Ward Member Councillor Betty Howell was unable to attend the meeting but had forwarded her comments which were reported.

RESOLVED

That

- (1) authority be granted to advertise the amended proposal to make a gating order under section 129A of the Highways Act 1980 and if no objections are received, the gating order be made, for the alleyways contained by Gates 332,375,335,336,331,334 and 330 indicated on the plan attached to the report; and
- (2) authority be granted to erect gate 333 in respect of the unadopted passageway adjacent to Tyndale Avenue as indicated on the plan attached to the report.

The meeting commenced at 4.00 pm and concluded at 4.23 pm

Councillor David Brickhill
Cabinet Member for Environmental Services

CHESHIRE EAST COUNCIL

Cabinet Member for Environmental Services

Date of Meeting: 10 December 2009
Report of: Head of Safer and Stronger Communities
Subject/Title: Proposed Off Street Parking Places Order (to introduce a pay and display system of parking at Thomas Street East and West Car Parks, Crewe): Consideration of Objections Received

1.0 Report Summary

- 1.1 Notice of the proposal to make an Off Street Parking Places Order to introduce a system of pay and display system of parking at Thomas Street (East and West) Car Parks, Crewe as detailed in a previous report dated 9th July 2009, has been advertised in accordance with statutory requirements. Five objections were received, copies of which are attached to this report. The Cabinet Member is now required to consider these together with officer comments and decide whether or not to sustain any or all of the objections. A summary of each objection appears below together with a response in italics from the relevant officer giving reasons why the objections should not be sustained. The Cabinet Member is also reminded of the original reasons for requesting the Car Park Order (also attached).

2.0 Objections and Responses

- 2.1 K. Brierley objected on the grounds that she cannot afford to pay the fee every day as she has to come to work by car for shifts; that displacement caused by charging will cause problems and inconvenience to local residents; and that if charging must be introduced, a small tariff of 50p or £1 a day be imposed.

Parking policy as applied throughout Cheshire East established that the Council wishes to apply charges set at a reasonable level, balancing local needs with the need to improve control and availability. The proposed charges at Thomas Street are considered currently to achieve this. However, a different tariff rate may be considered for a range of similar sites as part of the overall tariff review planned for Cheshire East.

Previous consultation with Highways Engineers has confirmed that the total volume of cars in the area is already leading to on street parking, and that charges on the car park may lead to street parking first followed by use of the car park, instead of vice versa as now. However, Cheshire East is committed to review displacement issues affecting residents in due course and may consider a proposal of a resident parking scheme where it proves practical and required by a majority residents.

- 2.2 K. Barrow objected to charges proposed for motorcycles.

The existing Car Park Order for Crewe and Nantwich, of which this proposal is to be an extension, already includes motorcycles as chargeable vehicles when parked in a bay intended for any vehicle. Motorcycle bays are provided at Thomas Street Car Park and motorcycles parked in them will not be chargeable.

- 2.3 Peter Davies objected on behalf of Brierley St Primary School teachers and visitors who have no on-site parking and he requests free parking for them.

Existing policy as applied elsewhere would suggest that this is not appropriate as this user group is not significantly different from any other.

- 2.4 Jane Allen objects on grounds of:

- 2.4.1 Displacement onto streets.

Car park use will drop due to distance from the town; this is contested as the site is within easy walking distance of the town.

- 2.4.2 The need for a reduced rate of £1 per day for such less central car parks.

This may be considered as part of the overall tariff review planned for Cheshire East.

- 2.4.3 Cheshire East workers who need the car for work cannot use public transport.

If this is the case, they may be eligible for reimbursement of parking costs and should apply to their line manager.

- 2.4.4 Westfields staff car park is uncharged.

This is under review and subject to consideration of the terms and conditions of staff using this site.

- 2.5 John Spencer objects because:

- 2.5.1 He feels that this proposal will reduce trade for town centre businesses and the market.

This is contested as the decision to visit any given retail outlet is rarely decided by parking charges alone, but rather by the nature of the retail offer itself and the goodness of fit to customer requirements.

- 2.5.2 He is concerned that car park ticket machines have already been installed on the car park, and that charging is a “foregone conclusion...however many of the local populace express objections”.

The current proposal follows two previous consultations carried out by this Council's predecessor authority, Crewe and Nantwich Borough Council, in March 2007 and May 2008, and has been drafted with the knowledge of the

response generated by those previous consultations. In the meantime, the surface of the Thomas Street Car Park was deteriorating to the point where resurfacing works were required. It was considered that on balance there remained a higher probability that charging in some form would be introduced on the car park in the future, rather than not, so on that basis the ticket machines and cabling were installed at the same time to avoid the risk of further expense and disruption to the newly-surfaced car park by possibly having to install the machines at a later date. It is entirely feasible to remove the machines for re-use elsewhere should the decision be taken not to introduce charges.

- 2.5.3 M. Smith objects on the grounds that vehicles parking in surrounding streets will impede emergency vehicles. M. Smith also queries the possibility of Residents Schemes, the risk of further problems from visitors to the Cumberland Track, and whether a one-way system could be installed in the area around Brierley Street to assist with traffic flows, especially when schools' days finish.

Street Parking – *again it is not considered that charges on Thomas Street will add to this overall problem as stated above.*

Residents' Schemes: *these may be put forward under the terms of the Council's Resident Parking Policy recently approved, subject to observation of issues arising in the area.*

Cumberland Track: *following previous consultation results, the hours of charging have already been adjusted to avoid the main timetabled sporting events at the track, ie after 5pm in the week and at weekends, when no charges are proposed.*

The question of one-way schemes is beyond the scope of this consultation and is unlikely to affect the parking situation.

- 2.6 46 Market Traders objected, saying that they were granted the right to park without charge on this car park on market days by the former Crewe and Nantwich Borough Council, owing to the loss of parking for them when land to the rear of what is now Wilkinson's store was sold.
- 2.6.1 No formal record of such an arrangement can be traced. What may have been suggested, or even promised at some time in the past, was not a promise in perpetuity but a suggested solution relevant to the times, as a gesture. Under the current circumstances, and the review of car parking, such an allocation is no longer seen as the correct approach given that no other group or individual is to be accorded such an offer.

3.0 Recommendation

- 3.1 That the Cabinet Member for Environmental Services does not sustain the objections for the reasons given by the Officers in this report, and authorises the making of the proposed order to amend the Borough of Crewe and Nantwich (General) (Off Street Parking Places) (Consolidation) (Minor) Order

2008 to introduce a pay and display system of parking on Thomas Street (East and West) Car Parks, Crewe.

4.0 Reasons for Recommendations

- 4.1 Charges are to be imposed on car parks within the town centre as defined in the previous report. The charge recommended was put forward as a reasonable rate which takes account of the need to encourage people to find other means of getting to work, and of the need to price to reflect the scarce resource of car parking spaces in town centres as well as their operation cost.

5.0 Wards Affected

- 5.1 Crewe (East)

6.0 Local Ward Members

- 6.1 Councillors Steve Conquest, Margaret Martin and Chris Thorley.

7.0 Policy Implications including - Climate change - Health

- 7.1 Control of car parks through charges assists in encouraging customers to limit vehicle use and thus reduce carbon emissions and pollution.

8.0 Financial Implications for Transition Costs (Authorised by the Borough Treasurer)

- 8.1 N/A

9.0 Financial Implications 2009/10 and beyond (Authorised by the Borough Treasurer)

- 9.1 Charges will increase income and cover operational costs as previously reported to Portfolio Holder

10.0 Legal Implications (Authorised by the Borough Solicitor)

- 10.1 These were covered in the previous report to the Cabinet Member dated 9th July 2009.

11.0 Risk Management

- 11.1 Estimated income from charges is dependent on estimates of occupancy which are dependent on economic activity to some extent.

12.0 Options

- 12.1 To agree with any or all of the objections and either to not introduce charges on Thomas Street (East and West) Car Parks, or to consider an amendment to the

current proposal. In the latter case, any amendment must again be advertised for public consultation in accordance with statutory requirements.

13.0 Overview of Year One and Term One Issues

13.1 N/A

14.0 Access to Information

Copies of the letters and e-mails of objection and Statement of Reasons (for the Proposal) are attached. Consultation documents for the proposal can be found on the Council's website.

Copies of relevant previous reports and minutes can be found on the Council's website or by contacting Democratic Services at Westfields, Sandbach.

Name: Paul Burns

Designation: Parking Manager

Tel No: 01270 537805

Email: Paul.Burns@[cheshireeast.gov.uk](mailto:Paul.Burns@cheshireeast.gov.uk)

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CHESHIRE EAST BOROUGH COUNCIL PROPOSED (OFF STREET PARKING PLACES) (CREWE AND NANTWICH) (THOMAS STREET EAST AND WEST CAR PARKS, CREWE) (AMENDMENT) ORDER 2009

Statement of Reasons for making the above Order

1. Cheshire East Cabinet agreed a new Parking Strategy in April 2009. Car Park charges for Thomas Street (East and West) Car Park, Crewe, are proposed in light of paragraph 5.1 of the Parking Strategy, the Charging Policy, which states, inter alia, that:

“This Authority will in principle impose charges for parking at levels reflecting local pressures and needs...Car parks currently not having charges will be reviewed and the need for application for charges considered in the light of the criteria stated above. Any charges imposed will be designed to regulate use and improve availability as well as diverting long stay away from very central locations. Income earned should cover operating and maintenance costs and allow necessary improvements to the usability, environment and security of a number of these sites. The new authority has inherited a number of off street car parks for which there is no charge. It is intended that parking charges will be considered only on those sites for which a good case can be made under the above criteria.”
2. Civil enforcement of on-street parking enforcement has led to increased occupancy of off street car parks. Thus there is a local pressure and need for Crewe Town Centre car parks to be regulated with a consistent charging regime.
3. Thomas Street East and West Car Parks, Crewe, are not currently subject to charges. The Thomas Street Car Parks are located close to the town centre (less than 0.5 kilometre from Marks and Spencer) and within a circle of 0.5 km radius from the town centre that includes all the major town centre car parks that are already subject to charging. (An example of the physical walking distance and times has been checked to be as follows: from Thomas Street Car Park to Marks and Spencer, the distance is 420 steps, taking 3 mins and 57 seconds; and from Oak Street Car Park (already subject to charging) to Marks and Spencer, the distance is 432 steps, taking 4 mins and 6 seconds). Thus the proposed introduction of charges for the Thomas Street Car Parks would make the Thomas Street Car Parks consistent with the pattern of charging for comparable car parks within a similar radius of the Town Centre.
4. The proposed introduction of charges at Thomas Street Car Parks would be made in conjunction with improvement of the car park facilities at the site, and these improved Car Parks will be patrolled and enforced by Civil Enforcement Officers. An increase in such patrols should have a beneficial effect on crime prevention at the Thomas Street site.
5. The proposed order will amend the Borough of Crewe and Nantwich (General) (Off Street Parking Places) (Consolidation) (Minor) Order 2008 to introduce a pay and display system of car parking on Thomas Street East and West Car Parks, Crewe, to restrict waiting as indicated in the report of the Parking and Markets Manager dated 9th July 2009 and introduce further restrictions to ensure the Thomas Street East and West Car Parks' proper management and use. Note: the proposed hours of charging have already been adjusted (from the usual 0800 to 1800 hours Mon to Sun, to 0800 to 1700 hours Mon to Fri) to allow for the frequent use of the Thomas Street East and West Car Parks on weekends and during the evenings, by users of the leisure and sports facilities at Cumberland Track. This concession has been made owing to the issue (identified following previous consultations) of the unique position of these particular car parks in this respect, and in recognition of the needs of leisure users.

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Cheshire East Borough Council - Thomas Street (East and West) Car Parks, Crewe - Proposal

Consultation period 28th October - 18th November 2009

List of Objections/Representations received:

1. Miss Karen Brierley - 8 Clayton Close, Crewe CW1 3QQ - by letter dated 30th October 2009 (received 2nd November 2009)
2. Keith Barrow - Planning Manager, Babcock Rail, Crewe Coal Yd, Thomas St, Crewe - by e-mail dated 4th November 2009
3. Peter Davies - by e-mail dated 4th November 2009
4. Jane Allen - by e-mail dated 5th November 2009
5. John H Spencer - by e-mail dated 5th November 2009

- 2 NOV 2009

Borough Solicitor (Ref BRM/TS):
Cheshire East Council
Legal Service
Municipal Buildings
Earle Street
Crewe
CW1 2BJ

Miss Karen Brierley
8 Clayton Close
Crewe
CW1 3QQ

30th October 2009

Dear Sir,

I would like to register my strong objection to the proposed parking charges for Thomas Street car park. I am a member of Police staff for Cheshire Constabulary at crewe Police station, my shifts require me to start at various times and I cannot afford the cost of daily parking charges or an annual pass.

Some shifts not just for me but for other members of staff start at 4, 5 and 6 am, to walk to work from my home address near Leighton Hospital is 55 minutes or if you want me to quote steps as you have in your proposal is 5900 steps. This means that I would have to get up at 3am to walk to work for 5am allowing time to get ready and get to work on time. This also has safety implications for a female walking alone through areas known for crime.

I can guarantee that the displacement of 300+ cars from Thomas street car park will cause the residents in the outlying residential streets to be upset and inconvenienced by the subsequent cars parking outside their houses day after day.

While I can understand the need for a council to gather funding, I can't understand how there is a need to charge for parking everywhere in Crewe. I have just moved from Northwich where I have lived for 35 years. There are no car parking charges in any car parks there...whatsoever??? This also impacts on local businesses as Northwich residents can park without charge therefore are more likely to visit and spend money in local shops than go to larger towns where there are parking charges. Crewe town centre is already like a ghost town where empty shops are concerned and to wipe out the last free car park would just make this situation worse, when residents travel elsewhere to shop.

If the council feels the need to Charge for parking, could there not be a nominal charge of say 0.50p or at most £1.00 per day, there would still be substantial turnover as the car park is full every day?

I look forward to an amended decision regarding the charges.

Yours sincerely


Miss Karen Brierley

From: Barrow, Keith (Rail) [mailto:keith.barrow@babcock.co.uk]
Sent: 04 November 2009 14:51
To: info
Subject: Thomas St Car Park Charges

Dear Sir/Madam

04 November 2009

With regard to the proposal to charge for off street parking at both east and West car parks I would wish to comment on the proposal to include motor cycles and all motorised two wheeled vehicles in the parking charge scheme. I would suggest to you that motorcycles be exempt from the scheme due to the following factors:-

Two wheeled vehicles tend to leave a much smaller carbon footprint and to penalise people who are trying to reduce their impact upon the environment are being penalised for their initiative.

I notice a very small number of restricted bays dedicated for motorcycles, why should this be if motorcycles incur the same parking charge as cars, vans etc?

Problems will arise where car park tickets are genuinely bought and attached to a motor cycle but are either stolen or lost through weather conditions.

The majority of car parks in the Crewe, Stoke area are free to motorcycles due to the points raised above.

I would therefore urge you to reconsider your proposal to charge for motor cycles and look forward to your response.

Regards

Keith Barrow
Planning Manager
Babcock Rail
Crewe Coal Yd
Thomas St
Crewe

Keith Barrow | Planning Manager
Babcock International Group | Rail Division
Thomas Street | Crewe | Cheshire | CW1 2BD
Tel: 07803975678 | Email: keith.barrow@babcock.co.uk
<http://www.babcock.co.uk>

20/11/2009

MILLER, Bronwen

From: DAVIES, Peter
Sent: 04 November 2009 16:46
To: MILLER, Bronwen; BUTCHER, Lorraine
Cc: BRADLEY, Fintan; KENT, Andrew
Subject: RE: Thomas Street Car Park Consultation

Hi Bronwen,

Brierley Street Primary School is the school shown on the drawing. They have no on-site car parking for 20 staff plus visitors so all have to park in the adjacent street (Mirion Street). This can cause problems with the local residents.

Would it be possible to secure some free parking for school staff on the Thomas Street car park?

Regards

From: Allen, Jane
Sent: 05 November 2009 09:00
To: info
Subject: Thomas Street Car Park

The proposed charges on Thomas Street are wrong because

1. They will encourage people to park in the street as this will be free of charge. Just look at the streets for a long distance round Crewe Station to see how bad things can get. It would be a nuisance to local residents as well as making foot transport, particularly round the local schools much less safe.
2. People will just avoid parking here as it is too far from the town centre. It doesn't make sense to have the same charges as the town centre car parks. Again, just look at Oak Street car park. It is deserted.
3. Other areas in the Borough of East Cheshire have been allowed to have staggered car park charges. Why not stagger charges in the Crewe cars parks. More expensive in the immediate town centre, cheaper on places like Thomas Street and Oak Street. Encourage workers to park a bit further away and leave the Town Centre car parks for shoppers. The charge should be £1 a day.
4. East Cheshire Council workers like myself, who need their car for work, cannot use public transport for work, as it is impractical to travel to Macclesfield and beyond for work on the public transport system. They are disadvantaged over Westfields workers who have a huge amount of free parking.
5. Westfields Staff car park is on Council owned land, so why are you not imposing charges on this car park.

Janey Allen
Empty Property Officer
Cheshire East Council
✉ email: jane.allen@cheshireeast.gov.uk
☎ Office: 01270 537525

20/11/2009

From: John Spencer [mailto:spencerjohnchris@yahoo.co.uk]
Sent: 05 November 2009 13:39
To: info
Subject: Thomas Street Car Park charges

For the attention of Borough solicitor (ref BRM/LCP)

Dear Sir

I write in response to the notice in the Crewe Chronicle of 28-10-09 regarding the proposed introduction of Car Park charges at Thomas Street in Crewe.

I am against the proposal because it will penalise traders in the town and market who use the facility regularly on Mondays to Fridays. The town is already suffering from closed businesses in the current economic downturn. Charges at Thomas St will only encourage shoppers to avoid Crewe or park in residential streets, thus causing congestion. Market traders may find that it is no longer economic to carry on in the town.

It is with concern that I read in the Chronicle of 04-11-09 that the car park ticket machines have already been installed at Thomas Street. Does this mean it is a foregone conclusion that charging for car parking will come into force, however many of the local populace express objections?

Yours faithfully

John H Spencer

20/11/2009

TERRY JONES
18 EARLS RD
SHAVINGTON
CREWE CW2 5EZ

Christopher Chapman
Borough Solicitor (Ref BRM/LCP)
c/o Legal Services
Cheshire East Council
Municipal Buildings
Earle Street
Crewe
CW1 2BJ

13th November 2009

Dear Mr Chapman

Re: Proposed Pay and Display - Thomas Street East and West Car Parks

As a Crewe Market Trader, I hereby object to the proposal of introducing the pay and display system at the Thomas Street East and West car parks.

The loading bay at the rear of Wilkinsons was originally the Market Traders' car park. When the Market Centre was constructed the Co-op (who occupied the premises at the time) were given this space and the Council allocated the West side of Thomas Street for traders parking.

In the current economic climate, trading is challenging enough without increasing the expenses incurred by the traders of pay and display costs.

I would like you to take the above into consideration when making your final decision on this matter.

Yours sincerely

T Jones

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56 BRIERLEY ST
CREWE
CW1 2AY

22 - 11 - 09.

DEAR SIR,

AS YOU WILL BE AWARE,
THOMAS STREET CAR PARK IS SOON TO
BECOME A "PAY & DISPLAY" CAR PARK
AND MYSELF PLUS OTHER RESIDENTS OF
BRIERLEY/WALLIS & MERION ST ARE
CONCERNED ABOUT THE VOLUME OF CARS
THAT ARE CURRENTLY PARKING IN OUR
STREETS. IF THERE IS EVER AN
EMERGENCY, WE DOUBT THAT A FIRE-
ENGINE, AMBULANCE ETC WILL GET
TO THE LOCATION.

IN DIFFERENT PARTS
OF THE COUNTRY AS WELL AS IN CREWE
ITSELF WE HAVE SEEN "PARKING FOR
RESIDENTS ONLY" SIGNS. HOW DO
THEY WORK, WILL THEY BE PATROLLED
BY TRAFFIC WARDENS?

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DO WE AS "RESIDENTS" HAVE TO PAY FOR THE SIGNS ETC? WOULD WE AS RESIDENTS HAVE TO PROVIDE A NUMBER TO REPORT NON "RESIDENTS" PARKING?

THERE AS ALWAYS BEEN PROBLEMS PARKING OUTSIDE OUR PROPERTIES.

I HAVE LIVED HERE ALL MY LIFE "61 YEARS" AND HAVE SEEN IT WORSEN OVER THE YEARS!

I BELIEVE I'M CORRECT IN SAYING THAT THE PARKING ON THE GRAND JUNCTION RETAIL PARK IS NOW LIMITED TO THREE HOURS DAILY. THAT MEANS MORE DRIVERS WILL BE PARKING DOWN OUR STREETS ESPECIALLY THE PEOPLE THAT WORK THERE.

ANOTHER PROBLEM WITH PARKING WE HAVE IS WHEN THERE'S A SPORTS DAY AT THE CUMBERLAND SPORTS TRACK PEOPLE COME FROM MILES AROUND AND PARK NOT ONLY IN THE STREETS BUT ALSO IN THE "BACKS" OF

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OUR HOUSES!

IT WOULD MAKE LIFE
ALOT EASIER IF THERE WAS A
"ONE-WAY" SYSTEM IN OUR AREA
TURNING INTO BRIERLEY ST FROM
EARLE ST AND EXITING IN
QUEEN ST.

ONE OF THE WORST TIMES
OF THE DAY FOR TRAFFIC IS WHEN
THE CHILDREN COME OUT OF SCHOOL,
IT WOULD BE ALOT SAFER IF
THE TRAFFIC WAS COMING FROM
ONE DIRECTION!

YOURS SINCERELY

M. Smith.
M. SMITH.

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CHESHIRE EAST COUNCIL

Cabinet Member for Environmental Services

Date of Meeting: 10 December 2009
Report of: Head of Safer/Stronger Communities
Subject/Title: Proposed Temporary Closure of Lyceum Square Car Park
Crewe

1.0 Report Summary

- 1.1 The purpose of this report is to consider a proposed amendment to the Borough of Crewe and Nantwich (General) (Off Street Parking Places) (Consolidation) (Minor) Order 2008 to effect the temporary closure of Lyceum Square Car Park, Crewe on its days of operation as a parking place. Temporary closure is required to allow the commencement of construction work to deliver the Improvement Scheme for Lyceum Square.

2.0 Recommendation

That the Cabinet Member for Environmental Services approves:

- (1) that subject to statutory consultation, an amendment be made to the Borough of Crewe and Nantwich (General) (Off Street Parking Places) (Consolidation) (Minor) Order 2008 ('the Order') to suspend the operation of the Order in respect of the Lyceum Square Car Park, Crewe on its days of operation as a parking place as set out at Schedule 1 to the Order (i.e. all day on a Monday, Tuesday, Thursday and a Sunday, and from 3pm on a Wednesday), for the period from the date that such proposed suspension order may be sealed until 30 August 2010 inclusive; and
- (2) that the proposal be advertised for the statutory period of 21 days and any objections be considered by the Cabinet Member at a subsequent meeting.

3.0 Reasons for Recommendations

- 3.1 The temporary closure of the Car Park is necessary to allow work to start and, in particular, for health and safety of the general public. Traffic may then be more safely diverted to other public car parks in the vicinity, thus also avoiding traffic congestion difficulties.

4.0 Wards Affected

- 4.1 Crewe (East)

5.0 Local Ward Members

5.1 Councillors Steve Conquest Margaret Martin and Chris Thorley.

**6.0 Policy Implications including - Climate change
- Health**

6.1 Health and safety of potential car park users is at risk if the car park is not closed during works.

7.0 Financial Implications for Transition Costs (Authorised by the Borough Treasurer)

7.1 N/A

8.0 Financial Implications 2009/10 and beyond (Authorised by the Borough Treasurer)

8.1 During the estimated eight months of closure, the car park would have earned £21,000 from pay and display fees. At the same time, some small operational cost savings will be made totalling £1,000. Some of the lost income will be recouped through increases on other car parks.

8.2 Advertising charges for publishing two statutorily required public notices in the press, one for a Notice of Proposal and one, if subsequently approved, for a Notice of Making an Order, will cost in the region of £500 each.

9.0 Legal Implications (Authorised by the Borough Solicitor)

9.1 Closure of the car park for such a period requires the making of a suspension order to suspend the operation of the Order in respect of the car park. The procedure for proposing and making such an order is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, of which statutory consultation and publication of proposals is a requirement.

9.2 The proposed suspension order only relates to a suspension of the operative days of the car park as defined at Schedule 1 of the Order. Alternative arrangements for the temporary closure of the area of the car park on the remaining days of Wednesday until 3pm, and all day Friday and Saturday, will still need to be made and notified separately to affected market traders.

10.0 Risk Management

10.1 Failure to follow the consultation process may result in a challenge to any closure notice.

10.2 Failure to close the car park would delay or prevent commencement of work on the Improvement Scheme, with consequential loss of secured funding.

- 10.3 Vehicles displaced during closure may contribute to some congestion and inconvenient street parking. Civil Enforcement Officers will ensure that any contraventions are enforced against.

11.0 Options

- 11.1 To approve or not to approve closure of the whole or part of the car park; not to approve whole closure or to approve only partial closure may compromise the safe commencement of works.

12.0 Overview of Year One and Term One Issues

- 12.1 Closure will result in lost income on the site for the closure period although displacement of vehicles to other public car parks should at least partially offset this.

13.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

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Designation: Parking Manager

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CHESHIRE EAST COUNCIL

Cabinet Member for Environmental Services

Date of Meeting: 10 December 2009
Report of: Head of Safer/Stronger Communities
Subject/Title: Supplementary report regarding the proposed Amendment to the Off-Street Parking Places Order (Crewe and Nantwich) to include the Civic Centre (Library) Car Park, Crewe and to further clarify charges on this car park

1.0 Report Summary

- 1.1 At a meeting of 9 July 2009, the Cabinet Member approved, subject to statutory consultation, the introduction of car parking control at the Civic Centre (Library) Car Park, Crewe. At a subsequent meeting of 3 August 2009, the Cabinet Member further approved that charging for the Car Park be introduced at £2.50 per day or £400 for an annual permit. The supplemental report now before the Cabinet Member seeks approval and clarification that the proposed daily rate of £2.50 is for Monday to Saturday parking, and that it is proposed that Sunday parking at this car park shall remain free of charge.

2.0 Recommendation

- 2.1 That the Cabinet Member for Environmental Services approves
- (1) that subject to statutory consultation, an amendment be made to the Borough of Crewe and Nantwich (General) (Off Street Parking Places) (Consolidation) (Minor) Order 2008 (as amended to comply with the Traffic Management Act 2004), the effect of which will be to introduce control under the 2004 Act to The Civic Centre (Library) Car Park, Crewe;
 - (2) that the proposed controlled hours, charging hours and rates, permit system and maximum waiting time for The Civic Centre (Library) Car Park be as follows:
 - Controlled hours: 8am to 6pm Monday to Sunday inclusive;
 - Charging hours: Monday to Saturday (inclusive)
 - Daily Charges: Monday to Saturday (inc): £2.50
Sunday: free of charge
 - Permit System: £400 per annum upon application and subject to availability
 - Maximum waiting time: 11 hours

- (3) that the proposal be advertised for the statutory period of 21 days and any objections be considered by the Cabinet Member at a subsequent meeting.

3.0 Reasons for Recommendations

- 3.1 As contained in the previous report of 9 July 2009.

4.0 Wards Affected

- 4.1 Crewe East

5.0 Local Ward Members

- 5.1 Councillors Steve Conquest, Margaret Martin and Chris Thorley

**6.0 Policy Implications including - Climate change
- Health**

- 6.1 As reported on 9 July 2009, this accords with the parking and charging strategy approved by Cabinet in April. Improved control of traffic access and circulation may improve air quality.

7.0 Financial Implications for Transition Costs (Authorised by the Borough Treasurer) None.

8.0 Financial Implications 2009/10 and beyond (Authorised by the Borough Treasurer)

- 8.1 As contained in a previous report of 9 July 2009: The car park will be patrolled as part of existing beats by Civil Enforcement Officers (CEOs) from the Crewe-based team. Thus, no additional cost will be incurred. Any Penalty Charge Notices (PCNs) issued (maximum £70 each for parking in a disabled bay, and £50 for other contraventions, all halved if paid within discount period) will help to defray costs of the service.
- 8.2 Any surplus earned as shown in the On Street Parking Account must be used for improvements to highways or car parks first, under the terms of the Traffic Management Act 2004.
- 8.3 Existing charges for parking on this site will remain, i.e. £2.50 per day or £400 for an annual contract permit. Should the means of payment and level of charges change in future, the existence of a valid Car Park Order will assist the management of the car park to achieve proper control of space availability and of income.
- 8.4 There will be some set-up costs required in year 2009/10 for signs, lines and administration not exceeding £2,500 which should be absorbed through increased income. These will be met from income from current charging in this car park.

9.0 Legal Implications (Authorised by the Borough Solicitor)

- 9.1 As reported on 9 July 2009: The regulations may be enforced on this car park within the existing terms of the Off Street Parking Places Order and under the provisions of the Traffic Management Act 2004.

10.0 Risk Management

As reported on 9 July 2009: No significant risks are attached to this decision, however, if it is not done there is a risk that contraventions and other misuse on the car park cannot be enforced against without recourse to lengthy legal process.

11.0 Background

As reported on 9 July 2009: The Car park was previously managed by Cheshire County Council outside of Car Park Order control and was not subject to enforcement. It is now necessary to make this amendment to enable Cheshire East Parking Services to manage the site properly.

12.0 Overview of Year One and Term One Issues

- 12.1 N/A

Access to Information

Borough of Crewe and Nantwich (General) (Off Street Parking Places) (Consolidation) (Minor) Order 2008

Documents are available for inspection at: Municipal Buildings, Crewe.

The background papers relating to this report can be inspected by contacting the report writer:

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CHESHIRE EAST COUNCIL

Cabinet Member for Environmental Services

Date of Meeting: 10 December 2009
Report of: Head of Safer/Stronger Communities
Subject/Title: Introduction of Residents' Parking Schemes

1.0 Report Summary

- 1.1 This report details areas where consultation has taken place and there is sufficient support for a residents' parking scheme to go forward to final design, Traffic Regulation Order (TRO) production and advertising, prior to implementation (subject to the objection process being satisfactory).

2.0 Recommendation

- 2.1 That the Cabinet Member for Environmental Services agree to the selection of areas where voting has been in excess of 30% of all households and where there is a large majority in favour of a residents' parking scheme, the schemes meeting these requirements being as follows:
- Gaskell Avenue, Knutsford
 - Hawthorn Walk, Wilmslow
 - Wycliffe Avenue, Wilmslow
 - Chapel Lane, Wilmslow
 - Altrincham Road, Wilmslow
 - Coare Street area, Macclesfield
 - Prestbury Road area, Macclesfield

If agreed, the formal process to create and implement the schemes may then be started.

3.0 Reasons for Recommendations

- 3.1 The process has been carried out in line with consultations on legacy schemes that began in the former Borough of Macclesfield; and conforms also to the recently approved Cheshire East Residents Parking Policy.

4.0 Wards Affected

- 4.1 Knutsford, Wilmslow South, Alderley, Broken Cross and Macclesfield Town.

5.0 Local Ward Members

- 5.1 Councillors Hunter, Ranfield, Wilkinson, Barton, Fitzgerald, Menlove, Keegan, Andrew, Gilliland, Arnold, Goddard, Narraway, Broadhurst, Neilson and Tomlinson.

**6.0 Policy Implications including - Climate change
- Health**

- 6.1 Residents Schemes, as part of the overall Parking Strategy, help to optimise vehicle movements and thereby minimise carbon emissions and air pollution.

7.0 Financial Implications for Transition Costs (Authorised by the Borough Treasurer)

- 7.1 N/A

8.0 Financial Implications 2009/10 and beyond (Authorised by the Borough Treasurer)

- 8.1 There is both a cost and a revenue involved in introducing residents parking schemes. At this time the figures can only be estimates as actual costs will vary and completely accurate numbers of permits required is not yet known. The revenue will be received during the 2010/11 financial year. A small part of the costs, however are likely to occur within the 2009/10 financial year.
- 8.2 **Costs** – Estimated costs for the financial year 2009/10 are approximately £3000. Estimated costs for each of the financial years 2010/11 & 2011/12 are estimated to be £54,600 and £41,900 respectively. Ongoing costs each year thereafter are estimated to be £32,300. Net revenue less expenditure costs are estimated to be £12,700 pa with effect from 2012/13.
- 8.3 **Revenue** – Estimated revenue for the financial year 2010/11 is approximately £45,000. Ongoing revenue per financial year thereafter is approximately £45,000 pa.
- 8.4 **Calculations** – The cost and revenue calculations are based on the cost of £50 per permit and an estimated requirement for 900 permits across the above schemes. Detailed breakdown of costs and revenue are available in Appendix 1.

9.0 Legal Implications (Authorised by the Borough Solicitor)

- 9.1 In order to implement residents' parking schemes, Traffic Regulation Orders (TROs) made under the Road Traffic Regulation Act 1984 are required. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe a formal procedure relating to the consultation on, and making of, Traffic Regulation Orders. A further report will be brought before the Cabinet Member for Environmental Services in due course, seeking approval for the publication of the relevant 'notice of proposals' for

the required Traffic Regulation Orders; any objections to the proposed Order(s) received during the consultation period will need to be considered by the Cabinet Member.

10.0 Risk Management

- 10.1 In each proposed scheme zone there are substantial minorities of householders who have either voiced no opinion of, or are against, the scheme. These may raise objections once the scheme gets under way.

11.0 Options

- 11.1 Not to approve progress with these schemes.

12.0 Overview of Year One and Term One Issues

- 12.1 N/A

13.0 Access to Information

The background papers relating to this report can be inspected by contacting the report writer:

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Capital costs of Residents Parking Scheme		Total Cost
Consultation stationery costs including forms, letters, and return envelopes (based on 100% distribution and 40% returns)		£375
Time spent on consultation including delivery, plotting results, dealing with queries, design of schemes etc. (based on average over a year of FTE salary with overheads/number of schemes capable of being delivered).		£7,000
Legal costs, advertising the order, dealing with objections etc.		£3,000
Installation of lines, signs etc.		
Signs on posts (based on one bay per street @ 3 signs per bay)		£7,079
Bays (based on 2 bays per street @ average length of 100 metres per bay)		£773
Double Yellow Lines to protect corners etc. (based on 40m per street)		£301
Single Yellow Lines (based on 200m per street)		£773
Production of web based information, design and printing of information booklets and application forms etc.		£3,000
Total Capital Cost		£22,301

Ongoing administrative costs of Residents Parking Scheme	Unit Cost	Total Cost pa.
Time spent on issuing a permit including all checks, computer entry, printing, filing, checking against Council Tax etc. (approx 1 hr. per permit).	£13.50	£12,150
Ongoing costs of issuing visitors permits, updating permits (changed vehicles, lost permits etc.)	£5.00	£4,500
Cost of controlled stationery, filing, postage, banking, computer system etc.	£5.00	£4,500
Enforcement costs based on 2 hrs per day/ 6 days per week patrol	£5.33	£8,000
Contribution to setting up and maintaining the database	£3.50	£3,150
Annual cost	£32.33	£32,300
Revenue based on £50 per permit	£50.00	£45,000
Balance i.e. contribution towards repayment of capital costs	£17.67	£12,700

Capital cost of scheme		£22,301.00
Administrative costs		£32,300.00
Year one revenue based on £50 per permit		£45,000.00
Net position for year 1		(9,601)
Net position for year 2		£3,099.00
Note future years require maintenance which is not yet costed.		

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