

Public Document Pack

Date of meeting Monday, 28th October, 2013
Time 6.00 pm
Venue Committee Room 2, Civic Offices, Merrial Street,
Newcastle-under-Lyme, Staffordshire, ST5 2AG
Contact Nick Lamper

Joint Parking Committee

AGENDA

PART 1 – OPEN AGENDA

- 1 Apologies
- 2 **MINUTES OF THE PREVIOUS MEETING** (Pages 1 - 4)
To consider the minutes of the meeting held on 22 July, 2013
- 3 **TRAFFIC REGULATION REQUESTS**
To receive a verbal update on Traffic Regulation Requests by Staffordshire County Council
- 4 **TRAFFIC REGULATION ORDER PRIORITIES**
To receive a verbal update on the four regulation requests being undertaken in 2013/14
- 5 **Civil Parking Review** (Pages 5 - 20)
- 6 **DECLARATIONS OF INTEREST**
To receive declarations of interest from Members on items included on the agenda.

Members: Councillors Cairns (Chair), Kearon, Studd and Sweeney

Members of the Council: If you identify any personal training/development requirements from any of the items included in this agenda or through issues raised during the meeting, please bring them to the attention of the Democratic Services Officer at the close of the meeting.

Meeting Quorums :- 16+= 5 Members; 10-15=4 Members; 5-9=3 Members; 5 or less = 2 Members.

Officers will be in attendance prior to the meeting for informal discussions on agenda items.

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JOINT PARKING COMMITTEE

Monday, 22nd July, 2013

Present:- Councillor George Cairns – in the Chair
Councillors Kearon, Studd and Sweeney
In attendance Graham Williams (Engineering Manager), David Greatbatch (Community Highway Liaison Manager, Staffordshire County Council) and Jayne Briscoe (Democratic Services Officer)

8. APOLOGIES

There were no apologies.

9. APPOINTMENT OF CHAIR

Resolved: That Councillor Cairns be appointed as Chair of this Committee.

10. MINUTES OF LAST MEETING

Resolved: That the minutes of the meeting held on 18 March 2013 be approved as a correct record and signed by the chairman.

11. DECLARATIONS OF INTEREST

There were no declarations of interest.

12. REVIEW OF PROPOSED PARKING RESTRICTIONS ON PARKSTONE AVENUE

A report was submitted detailing the outcome of an informal review of proposed parking restrictions on Parkstone Avenue and seeking confirmation from members to proceed to the formal stage of consultations.

45 informal consultations were sent out on a proposal to place waiting restrictions on one side of the highway at all times and to provide parking bays with a restricted time limit on the other side, allowing vehicles to park for short periods. These measures are designed to prevent the all day parking. 26 responses had been received in favour of the proposals and 5 against.

Resolved: That the informal consultation be supported at the formal stage and advertised on site and in the local press.

13. TRAFFIC REGULATION REQUESTS - VERBAL UPDATE ON TRAFFIC REGULATION REQUEST FROM STAFFORDSHIRE COUNTY COUNCIL

A document was circulated at the Committee setting out new requests in respect of traffic regulations from Staffordshire County Council and these would be added to the list.

- (a) Garnett Road West, Porthill
- (b) Etruria Way, Basford

- (c) West Brampton, Newcastle
- (d) Corporation Street, Newcastle
- (e) Thistleberry Avenue, Thistleberry
- (f) Occupation Street, Newcastle

Resolved: That the position be noted.

14. PROPOSED RESIDENTS PARKING ZONE - SOUTH EAST OF TOWN CENTRE

A report was submitted concerning the current position following approval of the scheme and invitation to apply for permits in respect of a proposed residents parking zone in the South East of the Town Centre.

Following the invitation to apply for Permits further opposition to the scheme had been received including petitions from the residents of Hanover Street and from Vessey Terrace.

A petition from the residents of Garden Street and Well Street opposing the scheme and a letter in support from a resident of Well Street were circulated at the meeting.

The main issues raised together with the response from the officers were set out in the report.

Members noted that:-

- The current proposals would replace the existing 'free Permit' scheme with a paid for scheme and extend it to include other roads where residents are experiencing difficulties in parking close to their home.
- Due process had been followed including consultation with residents and the advertisement of the Traffic Regulation Order.
- Representations received in response to the consultations and advertisement of the Traffic Regulation Order had been considered by the County Council and the Joint Parking Committee.
- A pricing and Permit structure had been agreed with the Joint Parking Committee.
- It is not considered appropriate for a two tier system of scheme (some free with some paid for) to be implemented and that the current free scheme is unsustainable.
- The proposed level of charges does not seek to make a profit for either authority. Future Permit charges cannot be guaranteed but changes are subject to Joint Parking Committee approval.

Members were also asked to confirm that the Dunkirk area, which had previously been approved, would be the next area to be considered for a Residents Parking Zone.

Resolved: (1) That approval be given to the implementation of the proposed Residents Parking Scheme as previously discussed and approval given to the proposed amendments to the Visitor Permits as set out in the report.

(2) That residents be advised of the deliberations of this committee and the implications of the decision taken.

(3) That the Dunkirk area of the Borough be confirmed as the next scheme to be considered for the introduction of a Residents Permit Parking Scheme

(4) That a review of the visitor permits in the South East Residents parking zone be carried out after 12 months of operation.

15. REVIEW OF PARKING ENFORCEMENT WITHIN STAFFORDSHIRE

A report was submitted which informed members of the progress of a review of parking enforcement in Staffordshire.

Resolved: That the report be noted.

16. URGENT BUSINESS

There were no items of urgent business.

COUNCILLOR GEORGE CAIRNS
Chair

The meeting concluded at 6:52pm

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NEWCASTLE-UNDER-LYME BOROUGH COUNCIL

EXECUTIVE MANAGEMENT TEAM'S REPORT TO THE JOINT PARKING COMMITTEE

28th October 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 and seek views of members of the progress of the review of parking enforcement in Staffordshire.

Recommendations

1. That members receive the report.
2. That the views of this committee are sought regarding the future provision of civil parking enforcement, particularly with respect to the Borough of Newcastle-under Lyme.

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 £239,000 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. The County Council at their Cabinet meeting of 16th October approved the Recommendations contained within the item 'Keeping Staffordshire Moving : Civil Parking Enforcement Review', a copy of which is attached as appendix 1.
2. The report outlines a number of options which exist for the provision of civil parking enforcement.

3. Over the coming months there will be ongoing discussions with the County Council and it would be beneficial to be aware of the views of this Joint Parking Committee.

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**

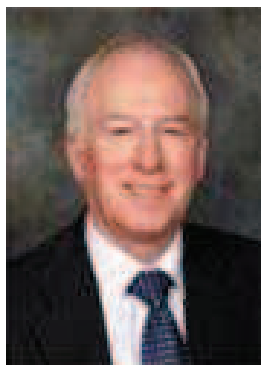
1. None for the Borough Council.

9. **Financial and Resource Implications**

1. None for the Borough Council.

10. **Appendices**

Appendix 1 - 'Keeping Staffordshire Moving : Civil Parking Enforcement Review'



Cabinet meeting on 16th October 2013

Keeping Staffordshire Moving : Civil Parking Enforcement Review

Report Summary from Mike Lawrence, Cabinet Member for Communities and Localism

Mike Lawrence said:

“When carried out sensitively, the management of parking on the highway provides opportunity for local communities to 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.

Civil Parking Enforcement has been in place for over four years in Staffordshire and people now park more considerately but there is increasing demand for enforcement and additional parking related restrictions.

The development of new arrangements for the service provides an opportunity to look at how we can achieve even better outcomes for parking in Staffordshire in the future”

Report Summary

1. Civil Parking Enforcement (CPE), under the banner of “Clear Streets”, aims to reduce the instances of illegal parking on the highway that blocks roads, hinders emergency services, disrupts local businesses and puts other highway users at risk. It supports the network management duty 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.
2. Decriminalised Parking Enforcement (DPE), later to become Civil Parking Enforcement (CPE) was introduced under the Traffic Management Act 2004 (Part 6) and transferred the responsibility for the enforcement of non-endorse able on-street parking offences from the police to the local traffic authority and commenced in Staffordshire in 2007.
3. Civil Parking Enforcement (CPE) is overseen by the Staffordshire Parking Board and delivered by the District Councils with back office services provided by Stoke-on-Trent City Council.
4. At the meeting of the Staffordshire Joint Parking Board on 10th July 2012 it was agreed that a review of CPE in Staffordshire should be carried out.

5. The review has shown that CPE has generally achieved its objectives of Clear Streets, but significant demand for additional enforcement and parking related traffic orders remains. The service operated at a combined annual cost across the County in excess of £239k in 2012-13, and this is underwritten by the County Council. If action is not taken, it is unlikely that the current annual deficit for the service will be significantly reduced. Even with changes to the service, the enforcement activity on its own may still operate at a net cost. Any surplus is reinvested in traffic management issues.
6. The Agreement for the Enforcement of On-Street Parking Controls with each District were written with a six year period in mind. After a period of five years, either Party can give not less than twelve months written notification of early termination. The earliest date at which all Districts are beyond the six year period is the 16th October 2014 and this provides the first opportunity to review the service against the required outcomes.
7. Following workshops at the Staffordshire Parking Board and, a meeting of the Staffordshire County Council Prosperous Select Committee on 6th September 2013, a required set of outcomes for parking have been defined. These will now be used as the basis to develop future delivery options for the service.
8. Whatever future service delivery option is pursued, in order to begin the process of achieving the required outcomes, the first step will be for the County Council to serve notice on the District Councils to end the existing on-street civil parking enforcement agreement. This will avoid a further delay after the development of the business case for the future commissioning of Civil Parking Enforcement.
9. Parking will continue to play an important role in ensuring a flow of traffic there by making the County a more pleasant and environmentally safe place to live and visit taking into account the needs of local residents, shops and businesses, and sustaining the County and District Council's economic growth. The development of the future business case for parking management and enforcement will explore which of the options will provide the best solution for Staffordshire against the proposed outcomes/objectives for Clear Streets.

Recommendation - I recommend:

1. That Cabinet resolves to seek new arrangements for the delivery of Civil Parking Enforcement in Staffordshire.
2. That Cabinet authorises the Director of Place and Deputy Chief Executive to serve a minimum 12 months notice on the District Councils and Stoke-on-Trent City Council to end the current arrangements no later than 31st March 2015 or, deal with the establishment of different arrangements prior to that date if required by individual District or Borough Councils.
3. That the Director of Place and Deputy Chief Executive, in consultation with the Cabinet Member for Communities and Localism, be given delegated authority to deal with the commissioning of new services to achieve the outcomes of Clear Streets.

4. That the final decision to proceed with the new arrangements is delegated to the Cabinet Member for Communities and Localism.

Report to Cabinet

<i>Local Members Interest</i>	
N/A	

Cabinet – 16th October 2013

Keeping Staffordshire Moving : Civil Parking Enforcement Review

Recommendations of the Cabinet Member for Communities and Localism

1. That Cabinet resolves to seek new arrangements for the delivery of Civil Parking Enforcement in Staffordshire.
2. That Cabinet authorises the Director of Place and Deputy Chief Executive to serve a minimum 12 months notice on the District Councils and Stoke-on-Trent City Council to end the current arrangements by 31st March 2015 or, deal with the establishment of different arrangements prior to that date if required by individual District or Borough Councils.
3. That the Director of Place and Deputy Chief Executive, in consultation with the Cabinet Member for Communities and Localism, be given delegated authority to deal with the commissioning of new services to achieve the outcomes of Clear Streets.
4. That the final decision to proceed with the new arrangements is delegated to the Cabinet Member for Communities and Localism.

Report of Director for Place and Deputy Chief Executive

Reasons for Recommendations

Background

1. Civil Parking Enforcement (CPE), under the banner of “Clear Streets”, aims to reduce the instances of illegal parking on the highway that blocks roads, hinders emergency services, disrupts local businesses and puts other highway users at risk. It supports the network management duty 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.

2. Civil Parking Enforcement, when carried out sensitively, also 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.

How Clear Streets activities are currently carried out?

3. Decriminalised Parking Enforcement (DPE) was introduced under the Traffic Management Act 2004 (Part 6) 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). Penalty Charge Notices (PCN's) are issued by Civil Parking Enforcement Officers for on and off street parking offences.
4. The County Council has the same legal agreement for the enforcement of on-street parking controls "the Agreement" with each District Council.
5. Back office processing of penalty charge notices (PCN's) 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 single contract with APCOA Parking UK Limited.

Governance

6. The Staffordshire Parking Board takes an overview of Civil Parking Enforcement across all the Districts within Staffordshire, operationally, financially and strategically. The Board consists of nine members, i.e. one from the County Council and one from each of the Staffordshire District and Borough Councils. The members are generally the portfolio holder with responsibility for parking.
7. Local Joint Parking Committees are responsible for the day to day direction and effective management of the service in each District Council with membership consisting of an equal number (four) of local County Council and District Council elected members. The local Committee is responsible for setting on street charges, prioritisation of requests for new or amended parking related Traffic Regulation Orders (TRO) and Residents Parking Schemes, setting deployment strategies for on-street enforcement activity as well as making recommendations to the Staffordshire Parking Board to amend CPE policies and strategies.
8. In September 2009, the Staffordshire Parking Board extended the remit of the Local Parking Committees to influence the prioritisation of existing requests for new or amended parking related Traffic Regulation Orders (TRO) within their administrative boundary and, to re-assess the prioritisation every six months to take account of any new parking related Orders in their administrative area.

Why change?

9. At the meeting of the Staffordshire Joint Parking Board on 10th July 2012 it was agreed that a Scoping Paper outlining proposals for a review of CPE in Staffordshire was produced and circulated to all parties.
10. The Staffordshire County Council Prosperous Select Committee discussed Civil Parking Enforcement at its meeting on 6th September 2013 and was provided with the opportunity to comment upon the potential options for future delivery and the outcomes that will define its commissioning. The Committee recognised the contribution that Civil Parking Enforcement has made to achieving the objective of "Clear Streets.
11. The "Agreement" for the enforcement of on-street parking controls continues for a minimum period of six years. Following the expiry of a period of five years, either Party can give not less than twelve months notice of termination. By the end of October 2014, all arrangements will be beyond this five year period.
12. On 1st November 2011, Stafford Borough Council served a 12 month notice to terminate the Agreement although this has subsequently been placed on hold pending the outcome of the review.
13. Although it was originally envisaged that the arrangement would operate at a surplus, with the money reinvested to solve local transport issues. The combined deficit in 2012-13 was £239k and the service operates at a ongoing deficit in all but two of the Districts. CPE in each District is treated separately for accounting and the surplus from one District cannot be used to support deficits in others. Any ongoing deficit after the first year of operation is underwritten by the County Council. Financial support for the service (£150k) has been found for a further year i.e. 2013-14 but is less than the expected deficit. The Medium Term Financial Strategy (MTFS) for Civil Parking Enforcement has removed this funding from 2014-15 onwards.

Review of existing service

14. The primary objective of the adoption of Civil Parking Enforcement within the County of Staffordshire was to:
 - Maintain and, where possible, improve the flow of traffic there by making the County a more pleasant and environmentally safe place to live and visit.
 - Take into account the needs of local residents, shops and businesses, thereby sustaining the County and District Council's economic growth.
 - Actively support the needs of disabled people bearing in mind that, in some cases, they are unable to use public transport and are entirely dependent upon the use of a car. This will ensure that people with disabilities are able to have equal access to all facilities within the County.
 - Actively discourage indiscriminate parking that causes obstruction to other motorists, public transport, pedestrians, cyclists and people with disabilities. This will ensure that the Districts remain accessible to all equally and safely.

15. A review of the existing service has investigated all aspects of the service and the main findings are summarised below.

Strengths

Clear Streets objectives

- Clear Streets has generally achieved its objectives, motorists are now more compliant in the way they park. The total number of penalty charge notices (on-street and off-street i.e. public car parks) has reduced from a peak of over 63,000 in the first full year of operation to less than 46,000 in 2012-13 i.e. 71% of the peak showing that people are now more compliant in the way they park both on and off street albeit only the former contributes to the Clear Streets objectives.¹
- Numbers of penalty charge notices issued on-street have reduced by a similar percentage, i.e. 72% from a peak of over 28,000 to below 21,000 in 2012-13.
- Residents in Staffordshire are more satisfied with measures to tackle illegal on street parking than they were in 2008. In 2012 44% of residents surveyed were satisfied compared to 37% in 2008.²
- Residents in Staffordshire are more satisfied with restrictions of parking on busy roads than they were in 2008. In 2012 49% of residents surveyed were satisfied compared to 43% in 2008.

Reputation and Governance

- The service is in line with statutory requirements³ and best practice⁴ and is generally delivered effectively with a clear commitment to service delivery and good customer service from officers and providers involved.

Weaknesses

Clear Streets

- Whilst 'Clear Streets' has a clear set of objectives, there is generally no overall joint parking strategy that brings together on-street and off-street parking provision and management.

Finance

- The service continues to operate at a net cost (£239k in 2012-13).
- The Districts that regularly operate at a net surplus are those that operate on-street charging.

¹ Staffordshire Parking Board – Annual Reports - <http://moderngov.staffordshire.gov.uk/mgCommitteeDetails.aspx?ID=204>

² National Highways & Transport Public Satisfaction Surveys - <http://nhtsurvey.econtrack.co.uk/Default.aspx>

³ Statutory Guidance - <http://webarchive.nationalarchives.gov.uk/20120904033926/http://www.dft.gov.uk/publications/tma-part-6-cpe-statutory-guidance/>

⁴ Operation Guidance to Local Authorities : parking policy and enforcement <https://www.gov.uk/government/publications/operational-guidance-to-local-authorities-parking-policy-and-enforcement>

- There are no indications that the enforcement element of parking will on its own become self financing and if levels of compliance with traffic restrictions continue to increase, the level of deficit is likely to rise.
- 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.
- The County Council has no direct financial control over the cost of the service

Community

- There is significant and on going demand on the Council to provide additional on-street parking restrictions.
- There is an increasing demand to tackle unsafe parking in more locations, to further increase the hours that enforcement takes place and, to provide more enforcement outside schools.

What outcomes are we seeking?

16. The original objectives for 'Clear Streets' in terms of enforcement remain.

- Maintain and, where possible, improve the flow of traffic there by making the County a more pleasant and environmentally safe place to live and visit.
- Take into account the needs of local residents, shops and businesses, thereby sustaining the County and District Council's economic growth.
- Actively support the needs of disabled people bearing in mind that, in some cases, they are unable to use public transport and are entirely dependent upon the use of a car. This will ensure that people with disabilities are able to have equal access to all facilities within the County.
- Actively discourage indiscriminate parking that causes obstruction to other motorists, public transport, pedestrians, cyclists and people with disabilities. This will ensure that the Districts remain accessible to all equally and safely.

17. Following workshops with Members of the Staffordshire Parking Board and, consideration of Civil Parking Enforcement at the meeting of the Prosperous Select Committee on 6th September 2013 the following additional objectives should be considered for the commissioning of Parking Enforcement services in the future.

- A service that is financially sustainable at a level that supports the required outcomes
- A cohesive and consistent approach to on-street parking and enforcement across the County that supports the local economy and town centres
- A service that is more responsive to the needs of local residents, shops and businesses
- A flexible and adaptable resource to deliver enforcement
- A service that is able to take advantage of opportunities for joint commissioning
- A parking strategy that brings together on-street and off-street parking provision and management.

What process will be followed?

Options for Staffordshire

18. There are a number of broad options that can be considered for Staffordshire.
 - a. Negotiating new Agreements with the Districts.
 - b. Groups or a consortium of Districts providing services through a reduced number of Agreements.
 - c. Working with Districts on a framework agreement for shared services across Staffordshire for on and off street parking.
 - d. A County Council contract for on-street services with Districts making separate arrangements for their off-street car parks
 - e. Provision of all services through a County Council directly employed team
19. The procurement of a Strategic Delivery Partner through Infrastructure⁺ also provides the opportunity to explore options for the management and delivery of civil parking enforcement and will be considered as part of the development of the detailed business case.
20. In addition to the delivery models described above the development of the business case will also consider how best to take advantage of the significant developments in technology over the past few years e.g. Automatic Number Plate Recognition (ANPR) 'Smart' Cars.

How will the project be delivered?

21. Whatever future service delivery option is pursued, in order to begin the process of achieving the required outcomes, the first step will be for the County Council to serve notice on the district councils at the earliest opportunity to terminate the existing on-street civil parking enforcement agreement. This will avoid a further delay at the end of the development of the business case for the future commissioning of Civil Parking Enforcement.
22. Once Notice has been served, the County Council will continue to work closely with the District Councils to reshape the service unless it becomes clear at an early stage that a likely future solution will not involve the District Councils. There is a risk during this period that any District may choose to withdraw at an earlier date and should this scenario happen, the options open to the County Council could include
 - (a) TUPE affected CPE staff across to Staffordshire County Council or another provider;
 - (b) Agree that another district will take on the CPE responsibilities on behalf of the withdrawing district;
 - (c) Outsource CPE to a private contractor.
23. The Agreement for the Enforcement of On-Street Parking Controls with each District were written with a six year period in mind. After a period of five years, either Party can give not less than twelve months written notification of early termination. The Tranche 1 agreements with Newcastle, Staffordshire Moorlands, Stafford and East Staffordshire are already beyond the initial five year period. The Tranche 2 agreements with Cannock, South Staffordshire, Tamworth and Lichfield reach the fifth anniversary on the 16th October 2013. The earliest date at which all Districts are beyond the six year period is therefore the 16th October 2014.

24. The Tranche 2 contract for parking enforcement with APCOA, covering the southern part of the County reaches its first break point on 31st March 2014 with an option to extend for a maximum period of 2 years. It is therefore recommended that the current arrangement is ended no later than 31st March 2015 i.e. a 1 year extension.
25. The development of the business case will explore which of the options would provide the best solution for Staffordshire against the proposed outcomes/objectives of the scheme.

Measuring the impact

26. Parking plays an important role in ensuring a flow of traffic there by making the County a more pleasant and environmentally safe place to live and visit taking into account the needs of local residents, shops and businesses, thereby sustaining the County and District Council's economic growth.
27. Local Authorities are already required to publish an annual report setting out a number of key measures including number of penalty charge notices issued and in addition, a further set of measures will be developed as part of the business case to demonstrate that the arrangements are delivering against the required outcomes.

Financial Implications

28. If action is not taken, it is unlikely that the current annual deficit for the service will be significantly reduced. Even with changes to the service, the enforcement activity on its own may still operate at a net cost. This is consistent with evidence recently given to the Parliamentary Transport Select Committee⁵ which is currently looking at local authority parking enforcement. The Chair of the British Parking Association, Patrick Troy, indicated that "It is worth saying as an aside that many local authorities do not make a surplus, despite what the media might have us believe. In fact, very few authorities are in surplus on their parking"
29. Meeting the MTFs targets depends on improved cost efficiencies within parking. The County Council continues to underwrite any annual deficit beyond the first full year of operation. The Agreement allows for the arrangement to end after six years and it is not anticipated that any liability will extend beyond compliance with TUPE regulations. The assessment of each option against the outcomes will include an estimate of the financial position as any procured service option will have to take full account of all additional costs and liabilities incurred as a result of any subsequent change in service provision with particular regard to possible redundancy or early retirement costs.
30. The development of the business case for Civil Parking Enforcement will require either the use of an additional resource or, the redeployment of an existing resource from within the service. The latter would require the relaxation of timescales on other projects such as improvements to the quality of utility

⁵Parliamentary Transport Select Committee

reinstatements or support that will ensure that Broadband UK (BDUK) is delivered safely and the highway asset is protected. If this is to be met via an additional resource, it is expected that a budget of between £50k and £100k will be required to develop and implement the preferred business case.

31. An additional budget of £225k will be required to accommodate the anticipated ongoing deficit of CPE in the 2014-15 financial year whilst the notice period is being served.

List of Background Documents:

Traffic Management Act (Part 6) Parking Controls

<https://www.gov.uk/government/organisations/department-for-transport/series/traffic-management-act-tma-part-6-parking-controls>

Report Commissioner : James Bailey

Job Title : Commissioner for Highways and the Built County

Telephone No: (01785 276591)

Email address : james.bailey@staffordshire.gov.uk

Appendix Community Impact Assessment for “Keeping Staffordshire Moving : Civil Parking Enforcement

	Impact Assessment	
	+ve/neutral/ -ve	Further information [Degree of impact and signpost to where implications reflected within the report/main Assessment]
Assessment next to Outcomes and impact areas		
Prosperity, knowledge, skills, aspirations	+ve	The proposed scheme will ensure that Clear Streets are provided in order that the county remains attractive to businesses and visitors alike supporting the drive for inward investment.
Living safely	+ve	Attractive, well maintained highways help develop a sense of community, helping residents access services, reducing social isolation, crime, the fear of crime and anti-social behaviour.
Supporting vulnerable people	Neutral	N/A
Supporting healthier living	+ve	Ensuring that a high quality, functional built environment is available can increase transport choice, positively influencing health by connecting people to jobs and services; encouraging walking and cycling.
Highways and transport networks	+ve	The highway network is fundamental to Staffordshire’s economy and to the wellbeing of its population, carrying large numbers of people by public and private transport and delivering goods and services every day of the year. The highway also serves as a network that enables the provision of essential supplies of water, power and communications.
Learning, education and culture	+ve	Appropriate provision and management of parking can enhance the quality of life for people living in

		town centres, supporting the local economy and cultural offer.
Children and young people	Neutral	N/A
Citizens & decision making/improved community involvement	+ve	The proposed scheme would ensure that local communities are able to contribute to the sensitive management of parking on the highway and the local priorities for additional/amended parking restrictions and enforcement.
Physical environment including climate change	+ve	A reduction in the amount of activity of the network and, reduced levels of congestion associated with essential highway and utility company activity will reduce the level of CO2 emissions.
Maximisation of use of community property portfolio	Neutral	N/A
Equalities impact		
Age	Neutral	N/A
Disability	Neutral	N/A
Ethnicity	Neutral	N/A
Gender	Neutral	N/A
Religion/Belief	Neutral	N/A
Sexuality	Neutral	N/A
	Impact/implications	
Resource and Value for money In consultation with finance representative		
Risks identified and mitigation offered From corporate risk	...	

register categorisation	
Legal imperative to change In consultation with legal representative	...

Report Commissioner : James Bailey

Job Title : Commissioner for Highways and the Built County

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