

**Local Members Interest**  
N/A

**Newcastle Joint Parking Committee**  
**20<sup>th</sup> January 2014**

**Civil Parking Enforcement - Review**

**Recommendations of the Cabinet Member for Children, Communities and Localism.**

- 1 That the Newcastle Joint Parking Committee notes the content of the report to the Staffordshire County Council Cabinet on 16<sup>th</sup> October 2013 and, decisions taken in relation to the future of Civil Parking Enforcement in Staffordshire.
- 2 That the Committee notes the content of the report (Appendix A) taken to the Joint Staffordshire Parking Board on 16<sup>th</sup> December 2013 outlining the future outcomes for the service and a timetable for the development of new arrangements to the period ending 31<sup>st</sup> March 2015.
- 3 That the Committee notes, considers and expresses its view on future arrangements for the delivery of Civil Parking Enforcement in Staffordshire against the required outcomes and timetable.

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

**Reasons for recommendations**

- 4 Decriminalised Parking Enforcement (DPE) was introduced under the Traffic Management Act 2004 and transferred the responsibility for the enforcement of on-street parking offences that do not result in an endorsement from the police to the local traffic authority. DPE was introduced in Staffordshire in two phases.
- 5 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. The Agreement for the Enforcement of On-Street Parking Controls with each District Council was written with a six year period in mind.
- 6 At the meeting of the Joint Staffordshire Parking Board in July 2012, it was agreed that a Scoping Paper outlining proposals for a review of CPE was produced. The paper was circulated in August 2012 and agreed by the Board in December 2012.
- 7 In March 2013, an additional meeting of the Joint Staffordshire Parking Board considered progress on the initial stages of the review and, an opportunity for Members of the Board to begin discussions on how Civil Parking Enforcement in Staffordshire could be delivered in the future.

- 8 In June 2013, the Joint Staffordshire Parking Board considered an update on the review and, the conclusions of its initial stage. The Chairman of the Board (Staffordshire County Council Cabinet Member for Children, Communities and Localism) confirmed that the County Council would be making a decision on the future of the CPE service before the end of 2013.
- 9 On 25<sup>th</sup> September 2013, the County Council Cabinet Member for Children, Communities and Localism) wrote to Members of the Joint Staffordshire Parking Board, Chairs of Local Parking Committees and, District Council Nominated Officers advising them of the paper to be taken to the Staffordshire County Council Cabinet.
- 10 On 16<sup>th</sup> October 2013, the Cabinet of Staffordshire County Council considered the paper on Keeping Staffordshire Moving : Civil Parking Enforcement and decided ;
  - (a) That new arrangements be sought for the delivery of Civil Parking Enforcement in Staffordshire.
  - (b) That the Director of Place and Deputy Chief Executive be authorised 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.
  - (c) 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.
  - (d) That the final decision to proceed with the new arrangements be delegated to the Cabinet Member for Communities and Localism
- 11 On 16<sup>th</sup> December 2013, following the decisions made by the Staffordshire County Council Cabinet (SCC), the Joint Staffordshire Parking Board considered an update on the review including the required outcomes for the commissioning of the future service and, a timetable for its completion before the end of March 2015.
- 12 This is therefore the first opportunity to advise the Newcastle Joint Parking Committee of the decisions taken by the SCC Cabinet and the Joint Staffordshire Parking Board at the end of 2013 and, for the Committee to consider how the development of new arrangements for the service will provide an opportunity to achieve even better outcomes for parking in Staffordshire in the future.

## Background Papers

1. Joint Staffordshire Parking Board 16<sup>th</sup> December 2013 Civil Parking Enforcement – Review (**Appendix A**)
2. Staffordshire County Council Cabinet 16<sup>th</sup> October 2013 – Keeping Staffordshire Moving – Civil Parking Enforcement (Item 37)
3. Joint Staffordshire Parking Board 21<sup>st</sup> June 2013
4. Joint Staffordshire Parking Board 26<sup>th</sup> March 2013
6. Joint Staffordshire Parking Board 18<sup>th</sup> December 2012

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**Joint Staffordshire Parking Board  
16<sup>th</sup> December 2013**

**Civil Parking Enforcement - Review**

**Recommendations of the Cabinet Member for Children, Communities and Localism.**

- 1 That the Joint Staffordshire Parking Board note the content of the Staffordshire County Council Cabinet on 16<sup>th</sup> October 2013 and, decisions taken, namely;
  - (a) That new arrangements be sought for the delivery of Civil Parking Enforcement in Staffordshire.
  - (b) That the Director of Place and Deputy Chief Executive be authorised 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.
  - (c) 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.
  - (d) That the final decision to proceed with the new arrangements be delegated to the Cabinet Member for Communities and Localism.
- 2 That the Board notes the proposed timetable for the development of new arrangements to the period ending 31<sup>st</sup> March 2015.
- 3 That the Board notes, considers and expresses its view on the initial assessment of options.

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

**Reasons for recommendations**

- 4 Decriminalised Parking Enforcement (DPE) was introduced under the Traffic Management Act 2004 and transferred the responsibility for the enforcement of on-street parking offences that do not result in an endorsement from the police to the local traffic authority. DPE was introduced in Staffordshire in two phases.
- 5 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. The Agreement for the Enforcement of On-Street Parking Controls with each District Council was written with a six year period in mind.

- 6 The development of new arrangements for the service will provide an opportunity to look at how we can achieve even better outcomes for parking in Staffordshire in the future.

## **Background**

- 7 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.
- 8 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 on-street parking offences that do not result in an endorsement from the police to the local traffic authority and commenced in Staffordshire in 2007.
- 9 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.
- 10 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.
- 11 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 for each district is operated separately and in 2012-13 the combined annual cost across the County was in excess of £239k. Under the existing agreement, this is underwritten, initially by the County Council, pending each service moving in to surplus. Currently two of the 8 districts are operating in surplus, but only with the assistance of on-street pay and display income. 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.
- 12 The Agreements 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 16<sup>th</sup> October 2014 and this provides the first opportunity to review the service against the required outcomes.
- 13 Following workshops at the Staffordshire Parking Board and, a meeting of the Staffordshire County Council Prosperous Select Committee on 6<sup>th</sup> 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.

## 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 thereby 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.<sup>1</sup>
- 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.<sup>2</sup>
- 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 requirements<sup>3</sup> and best practice<sup>4</sup> and is generally delivered effectively with a clear commitment to service delivery and good customer service from officers and providers involved.

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

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

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

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

## **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
- The existence of Local Parking Committees leads to an inconsistent approach to the provision of additional on-street parking spaces that support the local economy, Residents' Parking Zones and charges associated with these areas of activity..

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

### **Community**

- There is significant and on going demand on the Council to provide additional on-street parking restrictions. Additional resources have been provided for this where set up costs have been paid off and, the service is in surplus.
- 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 as in paragraph 14.

- 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 6<sup>th</sup> 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 on-street 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<sup>+</sup> 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. This could potentially be extended to the provision of off-street parking enforcement within Districts, if required
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.
21. The various options are discussed below in further detail together with examples of arrangements within other Shire authorities. An initial assessment of the advantages and disadvantages of each option is provided in Appendix 1. The Board is asked to note, consider and express its views on this initial assessment of options.
22. As well as deciding the arrangements for the delivery of on-street enforcement, consideration will also need to be given to the overall cost of the service and the level of resource deployed to carry out enforcement. Joint commissioning of on and off street enforcement is possible with several of the options. Opportunities are being explored for the Police to assist with carrying out on-street parking enforcement as part of their community role as we believe this may now be possible based on experience in other parts of the country.

### **Negotiating new agreements with the Districts**

23. This option would involve the negotiation of new agreements with each individual District Council and Stoke-on-Trent City Council Parking Services for the delivery of the on-street element of parking enforcement on behalf of the County Council, back office processing of tickets and local governance (Local Joint Parking Committee),
24. A number of local authorities that currently carry out CPE in a similar way to Staffordshire have either completed, or are part way through the process of review. For example, Devon County Council has developed a "Fixed Fee Offer" with the District Councils or have asked the Districts to propose alternative service models that could achieve similar service improvements and savings. The fixed fee being considered against an in house service for on-street activities provided by the County Council

25. Lincolnshire County Council has only recently started CPE. Here, the county and district councils are sharing the operating costs and if there is any deficit, the county and district councils have an agreement to make up any shortfall.

#### **Groups or a consortium of Districts providing services through a reduced number of Agreements**

26. This option would involve one or more Districts working together to deliver on-street enforcement across boundaries, sharing management, administration and back office costs for the service. This option would again involve the negotiation of new agreements.
27. For example, following a review of CPE in Surrey, since April 2011, the District Councils have accepted responsibility for any operational deficit with a single on-street parking account for each District. All Districts provide a minimum level of enforcement for all restrictions and in some cases; neighbouring Districts have taken on enforcement across boundaries.
28. Essex County Council has put in place two parking partnerships via a strategic commissioning agreement. One District in each partnership takes the lead role.

#### **Working with Districts on a framework agreement for shared services across Staffordshire for on and off street parking**

29. This option would involve a framework agreement for the delivery of on and off street enforcement across the County with a single supplier. Consideration would also need to be given to the arrangements for back office services e.g. administration of PCN's and, management and governance.
30. For example, Gloucestershire County Council has put in place a single supplier framework for the provision of an on-street parking service and also for off-street enforcement for those Districts that wish to use the service.

#### **A County Council contract for on-street services with Districts making separate arrangements for their off-street car parks**

31. This option would involve the County Council letting a contract for the delivery of on-street enforcement only. Consideration would also need to be given to the arrangements for back office services e.g. administration of PCN's and, management of the on-street service.

#### **Provision of all services through a County Council directly employed team**

32. This option would involve the County Council directly employing a team to carry out on-street enforcement. Consideration would also need to be given to the arrangements for back office services e.g. administration of PCN's and, management of the on-street service.
33. In Somerset, the County Council is responsible for all on-street enforcement, charging and residents parking zones. It also carries out off-street enforcement in car parks on behalf of a number of the District Councils - Mendip, Sedgemoor and Taunton Deane.

34. In Devon, the option of delivering the service in-house is being considered alongside a District Council delivered service based on a fixed fee.

### **Infrastructure Plus**

35. The procurement of a Strategic Delivery Partner through Infrastructure<sup>+</sup> also provides the opportunity to explore options for the management and delivery of civil parking enforcement. Submissions following the second stage of competitive dialogue are due on the 13<sup>th</sup> December, with a preferred bidder being identified by mid January 2014 and a planned Cabinet decision on 19<sup>th</sup> February 2014. . This could potentially be extended to the provision of off-street parking enforcement within Districts, if required
36. Following the appointment of preferred bidder, further discussions will take place in parallel to those with the District Councils to enable development of the detailed business case and, preferred solution.

### **Proposed Timetable**

37. The outline timetable for the transition of CPE from the current arrangement is provided below.

December 2013	Joint Staffordshire Parking Board
January 2014	Initial dialogue with each District and Stoke-on-Trent City Parking Services to discuss options/outcomes Notice of intention to end current arrangements given (An end date of 31 <sup>st</sup> March 2015 will be given unless a District wishes to end sooner)
February 2014	Infrastructure <sup>+</sup> Cabinet Decision - Contract Award "Get to know the Market/Get the Market to know Staffordshire" event for Civil Parking Enforcement Establish baseline cost of single provider option
March 2014	District/s and Stoke-on-Trent City Parking Services submit initial proposals
April/May 2014	Second stage dialogue with District/s and Stoke-on-Trent City Parking Services Prior Information Notice for procurement (if required)
June 2014	Final submission from District/s Stoke-on-Trent City Parking Services Staffordshire County Council (SCC) identifies preferred solution
July 2014	Approval by SCC Cabinet Member of preferred solution Joint Staffordshire Parking Board
<b>Procurement (if required)</b>	
August 2014	Start procurement (if required) or, solution via Infrastructure Plus

	OJEU Notice
October 2014	Invite tenders
January 2015	Award Mobilisation
April 2015	New arrangement starts

## Finance

- 18 Although it was originally envisaged that the arrangement would operate at a surplus, with the money reinvested to solve local transport issues, the service operates at an ongoing deficit in all but two of the Districts. CPE in each District is treated separately for accounting and under the current arrangements; 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.
- 19 Appendix 2 shows the overall financial position of the service. Financial information has been taken from the Joint Report of the Director for Place and Deputy Chief Executive and the Director of Resources. The number of on-street PCN's has been taken from the relevant annual reports previously approved by the Board.
- 20 The combined expenditure across the eight District CPE accounts in the current year is expected to be £1,194,400.
- 21 The combined income across the eight District CPE accounts in the current year is expected to be £987,000. The net combined cost of the service to the County Council in 2013-14 is therefore expected to be £207,000. However, as the accounts are held at a District level, the net actual cost to the County in 2013-14, (after allowing for two Districts in slight surplus) is expected to be £236,300.
- 22 Whilst income is broken down into that derived from Penalty Charge Notices, on-street charging (including Residents' Parking Zones) and other contributions, expenditure across these areas is not separately identified in this analysis. The majority of costs identified in each District account will however be attributable to the management and provision of enforcement and, back office costs involved in the issuance of PCN's. It should also be noted that in most districts these costs represent the additional costs of introducing CPE, which is not necessarily the same as the cost of on-street enforcement. The net cost of enforcement across the County in the current year is estimated to be £369,300. (expenditure less income due to PCN's and other). The latest projected position with each District account in 2013-14 is shown below.

<b>Net cost (enforcement)</b>	<b>£'000</b>
Cannock Chase DC	28.5
East Staffs BC	68.5
Lichfield DC	14.2
Newcastle under Lyme BC	55.2
South Staffs DC	33.8

Stafford BC	82.0
Staffs Moorlands DC	43.1
Tamworth BC	44.0
<b>Total</b>	<b>369.3</b>

NB These figures will include a small amount of costs due to administration of on-street charging/RPZ

- 23 Each District has its own characteristics and direct comparison of costs is therefore affected by a number of factors including method of delivery, management, urban/rural split, and the road network itself. However, for a simple comparison, the costs have been identified in two ways in Appendix 2, firstly based on the length of road network within each District and secondly, the number of PCN's issued. The net cost of enforcement in 2012-13 (expenditure less PCN/Other income) ranges from £28/km to £97/km. Based on expenditure only, the cost of issuing a PCN in 2012-13 ranges from £40 to £100.
- 24 It is appreciated that there will be various reasons for the broad range of costs across Districts and further work on expenditure and costs is ongoing as part of the review and this information will be used to establish an estimate of baseline costs going forward.

### **Background Papers**

1. Staffordshire County Council Cabinet 16<sup>th</sup> October 2013 : Keeping Staffordshire Moving : Civil Parking Enforcement.

## Appendix 1 : Initial assessment of Options for discussion

Likelihood of option contributing to the identified outcome, H = high, M = medium, L = low

	(a) District	(b) District consortia	(c) Single framework on & off street	(d) City on-street (external provider)	(e) City on-street (Inhouse)
<b>Maintain and, where possible, improve the flow of traffic</b>	M	M	M	H	H
<b>Take into account the needs of local residents, shops and businesses to support economic growth.</b>	H	H	H	H	H
<b>Actively support the needs of disabled people in terms of accessibility.</b>	H	H	H	H	H
<b>Actively discourage indiscriminate parking that causes obstruction</b>	H	H	H	H	H
<b>A service that is financially sustainable at a level that supports the required outcomes</b>					
Efficiency from operating both on and off street enforcement	H	H	M	L	L
County Council financial control/risk on-street	L	L	M	H	H
District Council financial control/risk off-street	H	H	M		
Reduced overheads through shared back office and management		L	M	L	L
Efficiency from greater purchasing power		L	H	M	L
<b>A cohesive and consistent approach to on-street parking and enforcement across the County that supports the local economy and town centres</b>					
Consistency of approach to on-street enforcement	L	M	H	H	H
Single brand	L	L	M	H	H
Single point of contact	L	L	M	H	H
<b>Consistency of approach to on-street parking</b>	L	L	M	H	H
<b>A service that is more responsive to the needs of local residents, shops and businesses</b>					
Local knowledge	H	H	H	H	H

	(a) District	(b) District consortia	(c) Single framework on & off street	(d) Cty on-street (external provider)	(e) Cty on-street (Inhouse)
Local Parking Committee	H	M	L		
Local delivery	H	H	H	H	H
<b>A flexible and adaptable resource to deliver enforcement</b>					
Cross District boundary working		L	M	H	H
Ability to meet rising demand for enforcement		L	M	M	M
Greater opportunity for county wide intelligence lead enforcement		L	H	H	H
Ability to share costs to upskill management/workforce		L	M	H	H
Ability to take advantage of new technology/methods of working		L	M	H	H
<b>A service that is able to take advantage of opportunities for joint commissioning</b>					
Joint on and off street enforcement by the same team	H	H	M		
Opportunity to combine parking, environment & highway enforcement	M	M	H	M	M
Opportunity to combine with other Police enforcement	M	M	M	H	H
Long term agency agreement	H	H	H		
<b>A parking strategy that brings together on-street and off-street parking provision and management.</b>					
A holistic approach to on and off street parking at a local level	H	M	M		
Ability to meet rising demand for additional restrictions	L	L	M	H	H



	<b>District Start up costs £000s</b>	<b>First year £000s</b>	<b>Part year £000s</b>	<b>2009-10 £000s</b>	<b>2010-11 £000s</b>	<b>2011-12 £000s</b>	<b>2012-13 £000s</b>	<b>2013-14 Projection £000s</b>	<b>2014-15 Proposed £000s</b>
Tamworth BC									
<b>Total Income - On-street charging</b>	<b>346.8</b>	<b>60.3</b>	<b>36.5</b>	<b>103.5</b>	<b>118.8</b>	<b>148.5</b>	<b>146.0</b>	<b>161.9</b>	<b>159.0</b>
<b>All Income</b>									
Cannock Chase DC				66.0	102.8	161.7	135.2	152.3	153.3
East Staffs BC	346.8	187.4	108.0	268.6	224.4	182.6	133.9	104.4	110.9
Lichfield DC				69.2	74.4	67.0	66.8	75.5	73.5
Newcastle under Lyme BC		90.9	84.8	190.6	175.3	173.7	137.8	166.2	163.1
South Staffs DC				29.0	36.2	56.8	54.7	61.0	60.2
Stafford BC		213.6	114.4	311.2	188.4	231.9	207.0	173.5	178.5
Staffs Moorlands DC		56.2	37.5	129.3	101.8	87.0	77.6	93.5	108.0
Tamworth BC				161.6	164.8	163.1	147.4	160.6	164.6
<b>Total - All Income</b>	<b>346.8</b>	<b>548.1</b>	<b>344.7</b>	<b>1,225.5</b>	<b>1,068.1</b>	<b>1,123.8</b>	<b>960.4</b>	<b>987.0</b>	<b>1,012.1</b>

	<b>District Start up costs £000s</b>	<b>First year £000s</b>	<b>Part year £000s</b>	<b>2009-10 £000s</b>	<b>2010-11 £000s</b>	<b>2011-12 £000s</b>	<b>2012-13 £000s</b>	<b>2013-14 Projection £000s</b>	<b>2014-15 Proposed £000s</b>
<b>Net cost (overall)</b>									
Cannock Chase DC	10.0	0.0	0.0	60.9	66.8	11.5	30.7	28.5	32.3
East Staffs BC	-291.6	25.1	-2.4	-31.5	-15.7	36.1	-5.7	-6.4	-5.2
Lichfield DC	30.9	0.0	0.0	60.5	51.4	19.0	21.7	14.2	17.4
Newcastle under Lyme BC	22.0	43.6	-8.2	-25.9	-19.8	-16.2	-14.0	-22.5	-14.6
South Staffs DC	3.5	0.0	0.0	12.8	6.5	23.8	24.6	33.0	35.8
Stafford BC	5.9	127.9	26.4	-14.1	13.0	9.4	33.8	73.5	74.2
Staffs Moorlands DC	46.9	106.4	31.2	34.0	73.3	59.9	55.6	43.1	30.4
Tamworth BC	8.7	0.0	0.0	39.9	40.0	11.4	42.9	44.0	43.9
<b>Total - Net cost (overall)</b>	<b>-163.7</b>	<b>303.0</b>	<b>47.0</b>	<b>136.6</b>	<b>215.5</b>	<b>154.9</b>	<b>189.6</b>	<b>207.4</b>	<b>214.2</b>

District	Start up costs £000s	First year £000s	Part year £000s	2009-10 £000s	2010-11 £000s	2011-12 £000s	2012-13 £000s	2013-14 Projection £000s	2014-15 Proposed £000s
NB These figures will include a small amount of costs due to administration of on-street charging/RPZ									
<b>Net cost (enforcement)</b>									
Cannock Chase DC	10.0	0.0	0.0	60.9	66.8	11.5	30.7	28.5	33.3
East Staffs BC	55.2	84.4	19.5	35.8	55.4	109.4	67.8	68.5	69.7
Lichfield DC	30.9	0.0	0.0	60.5	51.4	19.0	21.7	14.2	17.4
Newcastle under Lyme BC	22.0	44.6	6.4	10.3	27.9	45.5	50.4	55.2	60.0
South Staffs DC	3.5	0.0	0.0	12.8	6.5	23.8	24.6	33.8	35.8
Stafford BC	5.9	127.9	26.4	-14.1	13.0	22.9	41.9	82.0	82.7
Staffs Moorlands DC	46.9	106.4	31.2	34.0	73.3	59.9	55.6	43.1	30.4
Tamworth BC	8.7	0.0	0.0	39.9	40.0	11.4	42.9	44.0	43.9
<b>Total - Net cost (enforcement)</b>	<b>183.1</b>	<b>363.3</b>	<b>83.5</b>	<b>240.1</b>	<b>334.3</b>	<b>303.4</b>	<b>335.6</b>	<b>369.3</b>	<b>373.2</b>

Cost of enforcement £/km	Length of network km	Cost of enforcement £/km	Cost of enforcement £/km	Cost of enforcement £/km	Cost of enforcement £/km	Cost of enforcement £/km	Cost of enforcement £/km	Cost of enforcement £/km	
Cannock Chase DC	394	£154	£169	£29	£78	£72	£84		
East Staffs BC	798	£45	£69	£137	£85	£86	£87		
Lichfield DC	557	£109	£92	£34	£39	£26	£31		
Newcastle under Lyme BC	669	£15	£42	£68	£75	£83	£90		
South Staffs DC	893	£14	£7	£27	£28	£38	£40		
Stafford BC	1,248	-£11	£10	£18	£34	£66	£66		
Staffs Moorlands DC	1,138	£30	£64	£53	£49	£38	£27		
Tamworth BC	440	£91	£91	£26	£97	£100	£100		
	6,137		Average	£39	£54	£49	£55	£60	£61

On-street PCNs	On-street PCNs	On-street PCNs	On-street PCNs	On-street PCNs
Cannock Chase DC	2898	3104	4116	3229
East Staffs BC	5954	4564	3399	1883
Lichfield DC	2669	2341	2208	2168
Newcastle under Lyme BC	5021	4608	3956	2664
South Staffs DC	1006	1077	1213	1017
Stafford BC	5593	6123	6723	5987
Staffs Moorlands DC	2834	2105	1985	1792

	<b>District Start up costs £000s</b>	<b>First year £000s</b>	<b>Part year £000s</b>	<b>2009-10 £000s</b>	<b>2010-11 £000s</b>	<b>2011-12 £000s</b>	<b>2012-13 £000s</b>	<b>2013-14 Projection £000s</b>	<b>2014-15 Proposed £000s</b>
Tamworth BC				2379	2331	2312	1917		

**Cost/PCN**

	<b>Cost/PCN</b>	<b>Cost/PCN</b>	<b>Cost/PCN</b>	<b>Cost/PCN</b>
Cannock Chase DC	£43.79	£54.64	£42.08	£51.38
East Staffs BC	£39.82	£45.73	£64.34	£68.08
Lichfield DC	£48.59	£53.74	£38.95	£40.82
Newcastle under Lyme BC	£32.80	£33.75	£39.81	£46.47
South Staffs DC	£41.55	£39.65	£66.45	£77.97
Stafford BC	£53.12	£32.89	£35.89	£40.22
Staffs Moorlands DC	£57.62	£83.18	£74.01	£74.33
Tamworth BC	£84.70	£87.86	£75.48	£99.27

Median

£49.99

### Appendix 3: 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]
<b>Assessment next to Outcomes and impact areas</b>		
Prosperity, knowledge, skills, aspirations	<b>+ve</b>	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	<b>+ve</b>	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	<b>Neutral</b>	<b>N/A</b>
Supporting healthier living	<b>+ve</b>	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	<b>+ve</b>	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	<b>+ve</b>	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	<b>Neutral</b>	<b>N/A</b>
Citizens & decision making/improved community involvement	<b>+ve</b>	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	<b>+ve</b>	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	<b>Neutral</b>	<b>N/A</b>

community property portfolio		
<b>Equalities impact</b>		
Age	<b>Neutral</b>	<b>N/A</b>
Disability	<b>Neutral</b>	<b>N/A</b>
Ethnicity	<b>Neutral</b>	<b>N/A</b>
Gender	<b>Neutral</b>	<b>N/A</b>
Religion/Belief	<b>Neutral</b>	<b>N/A</b>
Sexuality	<b>Neutral</b>	<b>N/A</b>
	<b>Impact/implications</b>	
<b>Resource and Value for money</b> In consultation with finance representative	<b>The resource and value for money implications have been raised in the main body of the report and will continue to be addressed throughout the review.</b>	
<b>Risks identified and mitigation offered</b> From corporate risk register categorisation	...	
<b>Legal imperative to change</b> In consultation with legal representative	...	

**Health Impact Assessment screening:**

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

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