

DE-CRIMINILISATION OF PARKING ENFORCEMENT

1. SUMMARY

- 1.1 This report is a covering report to the report considered by Council on 20 December 2012. This report provides an update to Oban, Lorn and the Isles Area Committee Members regarding parking in the Oban area.

2. RECOMMENDATIONS

- 2.1 It is recommended that members note the report.

3. DETAILS

- 3.1 At the meeting on 20 December 2012, Council considered the report attached at Appendix 1 of this report. The Council agreed that:

Decision

The Council:-

1. Mandates the Executive Director of Development and Infrastructure to commence the process for the introduction of DPE.
2. Agreed that before a final decision is made the Executive Director of Development and Infrastructure provides a final business case to the Council in April 2013 which will inform Members with regard to the progress of the DPE Implementation Plan, parking policy development proposals and the Enforcement Plan for 2013.
- 3.2 Officers are currently working up the business case that will be presented to Council in April 2013, which will form part of the submission to the Scottish Government.
- 3.3 Strathclyde Police have agreed to continue to provide enforcement through the busier months, in OLI, until DPE is introduced.

4. CONCLUSION

- 4.1 This report updates members on the current position regarding DPE across Argyll and Bute and specifically Oban, Lorn and the Isles.

5. IMPLICATIONS

- 5.1 Policy There are no direct policy implications associated with the decision to commence the DPE process. There requires to be a strategic focus in 2013 on developing car parking policy to make it consistent across Argyll & Bute whilst ensuring that it remains effective and accountable at Area Committee level. The aim must be for an annual review and approval of Car Parking Policy, which will ensure that policy is effected through and is reflective of relevant Traffic Orders, which must underpin charging policy and ensure long term financial sustainability.
- As Car Parking policy has not been considered at a strategic level by the Council since 2004, and is in effect as per local Traffic Orders, it is considered both impractical and unrealistic to seek to amend car parking policy at a strategic level at this time. Clearly changes to car parking policy will require considerable levels of business and community consultation and will require to be exposed to the rigour of scrutiny at Area Committee level prior to being formalised as policy options which can be considered by the Council. Consequently, the financial model for the introduction of DPE has been modelled against existing car parking policy in practical effect.
- 5.2 Financial The DPE financial model indicates that the introduction of DPE can maintain the required annual surplus income generation of £480K and payback initial investment costs within 5 years. If DPE is not introduced then the financial impact over the next 5 years represents a minimum cost pressure of £1.5M (£300K per annum) to the Council. The provision of the proposed interim car parking enforcement regime for 2013 in partnership with the Police will be funded from the car parking account and arrangements will be reported to the Council in April 2013. The pilot project undertaken in Oban in 2012 evidenced that this initiative led to a significant upturn in car parking revenues both from on street and off street; a clear business case.
- 5.3 Legal The process of introducing DPE is irreversible and will require Scottish Government approval. Support for the DPE process will be required from Legal Services.
- 5.4 HR Details of staffing requirements will be reported to the Council within the Implementation Plan in April 2013.
- 5.5 Equalities There is a requirement to ensure that equality issues are considered in the development of future car parking and charging policy
- 5.6 Risk The Executive Director for D&I has written to Strathclyde Police to confirm the continuation of the proposed interim enforcement partnership arrangements for 2013. The Police are supportive of this proposal however agreement on the scope and scale of the proposed community focussed arrangements are yet to be finalised.

Risks associated with the implementation of DPE will be captured and managed through the Implementation Plan which will be governed and project managed in accordance with the Council's PRINCE principles.

5.7 Customer
Services

None

6. APPENDICES

6.1 Appendix 1 – DPE Report to December Council

Executive Director of Development and Infrastructure Services

February 2013

For further information contact: Jim Smith, Head of Roads & Amenity Services, Tel
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Appendix 1

CAR PARKING – INTRODUCTION OF DECRIMINALISED ENFORCEMENT

1. SUMMARY

- 1.1 Effective car parking provision, management and enforcement is important to the economy, traffic management and quality of life of our towns and villages within Argyll & Bute.
- 1.2 With the withdrawal of Strathclyde Police's traffic warden service, the Council is asked to consider introducing Decriminalised Parking Enforcement (DPE) , also known as Civil Parking Enforcement, whereby enforcement powers are transferred from the Police to the Council. Once undertaken, this process which allows for enforcement of on street parking, waiting and loading restrictions, cannot be reversed. A financial modelling exercise has been carried out to examine the financial sustainability of DPE against different scenarios. The financial modelling process has demonstrated that the introduction of DPE when applied to the enforcement of existing Council car parking policy is financially sustainable.
- 1.3 The process for the introduction of DPE is summarised within the paper. Subject to Council approval to proceed, DPE will come into force from April /May 2014. In 2013, the Service will put the Implementation Plan into effect which provides for:
 - 1.3.1 Effective enforcement until DPE is introduced – which will be provided by the Council and the Police
 - 1.3.2 Investment required to upgrade car parking assets and lining in advance of DPE commencement
 - 1.3.3 Policy development and associated performance framework which supports corporate objectives and is reflective of local businesses and community needs.
- 1.4 This paper summarises the main issues associated with current car parking management provision and the rationale for the proposed introduction of Decriminalised Parking Enforcement.

2. RECOMMENDATIONS

- 2.1 It is recommended that the Council:
 - 2.1.1 Mandates the Executive Director of Development & Infrastructure to commence the process for the introduction of DPE.

- 2.2 That the Executive Director for Development & Infrastructure provide a further report to the Council in April 2013 which will inform Members with regard to the progress of the DPE Implementation Plan, parking policy development proposals and the Enforcement Plan for 2013.

3. DETAIL

- 3.1 In 2011, following advice from Strathclyde Police that it was their intention to remove traffic wardens from service, Roads & Amenity Services commissioned a DPE feasibility study from RTA Associates Ltd. The feasibility study, whilst useful in terms of providing important information with regard to DPE, was considered to be unrealistic in terms of the scale of the proposed enforcement operation. The feasibility study did not provide a dynamic financial model which could model different scenarios and consequently, the Service was required to develop a Car Parking financial model which was subsequently successfully developed over the period July – September 2012. This model indicates that DPE can be introduced on a financially sustainable basis.

3.2 Car Parking Enforcement

In June 2012, Roads & Amenity Services introduced weekly enforcement performance measures. Streetscene's focus upon enforcement allied with a highly effective pilot project with Strathclyde Police has improved enforcement in all Council areas. A comparator of statistics on the enforcement activity which shows the number of Penalty Charge Notices (PCNs) that were issued during the month of August for off street parking across all areas is at Table 3.2.1.

Table 3.2.1

Area	Tickets
Mid Argyll, Kintyre and Islay	67
Oban, Lorn and the Isles	184
Bute and Cowal	72
Helensburgh and Lomond	56
Total	379

The initiative with the Police in Oban resulted in 176 Fixed Penalty Charges being issued for on street parking during August. This joined up approach produced a sharp rise in car parking income in Oban & Lorn, as summarised in Table 3.2.2, and reversed the first quarter trend.

Table 3.2.2

Month	2009-10	2010-11	2011-12	2012-13
Oban, Lorn and The Isles	-55,058.98	-42,473.32	-39,750.87	-41,788.47
April	-43,621.01	-22,908.61	-5,642.35	-26,820.17
May	-34,152.95	-50,539.88	-63,710.43	-32,229.79
June	-60,012.25	-54,199.38	-54,122.19	-31,726.99
July	-69,690.09	-52,551.98	-41,328.69	-49,097.63
August	-72,169.69	-67,035.77	-37,567.95	-74,330.52
Total	-279,645.99	-247,235.62	-202,371.61	-214,205.10

The total cost to the Council of the initiative was £1625.

3.3 The conclusion reached from this summer's focus on enforcement is that it is possible to deploy effective enforcement in partnership with the Police in 2013 until the planned introduction of DPE in 2014. Following a meeting held with Strathclyde Police in October, the Executive Director has written to the Police with regard to the scope to deploy Wardens and Police staff in an integrated and joined up manner to improve not only enforcement, but also address other community and public nuisance issues.

3.4 Commencement of DPE Process and Interim Enforcement Regime
The timescale for the introduction of DPE typically takes between 15 and 18 months. Approval from the Council to commence the process for the introduction of DPE from April 2014 is therefore sought. In tandem with the introduction of DPE, the Council should put in place an effective enforcement regime for 2013/14 in partnership with Strathclyde Police.

A summary of the DPE process is at Appendix 1.

4 APPENDIX

4.1 Appendix 1 Decriminalised Parking Enforcement Summary

5 IMPLICATIONS

5.1 Policy There are no direct policy implications associated with the decision to commence the DPE process. There requires to be a strategic focus in 2013 on developing car parking policy to make it consistent across Argyll & Bute whilst ensuring that it remains effective and accountable at Area Committee level. The aim must be for an annual review and approval of Car Parking Policy, which will ensure that policy is effected through and is reflective of relevant Traffic Orders, which must underpin charging policy and ensure long term financial sustainability.
As Car Parking policy has not been considered at a strategic level by the Council since 2004, and is in effect as per local Traffic Orders, it is considered both impractical and unrealistic to seek to amend car parking policy at a strategic level at this time. Clearly changes to car parking policy will require considerable levels of business and community consultation and will require to be exposed to the rigour of scrutiny at Area Committee level prior to being formalised as policy options which can be considered by the Council. Consequently, the financial model for the introduction of DPE has been modelled against existing car parking policy in practical effect.

5.2 Financial The DPE financial model indicates that the introduction of DPE

can maintain the required annual surplus income generation of £480K and payback initial investment costs within 5 years. If DPE is not introduced then the financial impact over the next 5 years represents a minimum cost pressure of £1.5M (£300K per annum) to the Council. The provision of the proposed interim car parking enforcement regime for 2013 in partnership with the Police will be funded from the car parking account and arrangements will be reported to the Council in April 2013. The pilot project undertaken in Oban in 2012 evidenced that this initiative led to a significant upturn in car parking revenues both from on street and off street; a clear business case.

5.3 Legal The process of introducing DPE is irreversible and will require Scottish Government approval. Support for the DPE process will be required from Legal Services.

5.4 HR Details of staffing requirements will be reported to the Council within the Implementation Plan in April 2013.

5.5 Equalities There is a requirement to ensure that equality issues are considered in the development of future car parking and charging policy

5.6 Risk The Executive Director for D&I has written to Strathclyde Police to confirm the continuation of the proposed interim enforcement partnership arrangements for 2013. The Police are supportive of this proposal however agreement on the scope and scale of the proposed community focussed arrangements are yet to be finalised.

Risks associated with the implementation of DPE will be captured and managed through the Implementation Plan which will be governed and project managed in accordance with the Council's PRINCE principles.

5.7 Customer Services None

Executive Director of Development & Infrastructure

December 2012

For further information contact: Jim Smith, Head of Roads & Amenity Services, Tel 01546 604324