

**NORTH LANARKSHIRE COUNCIL
REPORT**

To: MOTHERWELL AND DISTRICT LOCAL AREA PARTNERSHIP/AREA COMMITTEE		Subject: DECRIMINALISED PARKING ENFORCEMENT (DPE)
From: HEAD OF ROADS AND TRANSPORTATION		
Date: 18 April 2016	Ref: D/TT/JF	

1. Purpose of Report

- 1.1 The purpose of this report is to provide the Local Area Partnership members with an update on the introduction of Decriminalised Parking Enforcement (DPE) within North Lanarkshire Council.

2. Background

- 2.1 Decriminalised Parking Enforcement (DPE) Key Issues were detailed in the Planning and Transportation Committee Report, dated the 21st November 2013, it was recommended that four mobile parking attendants be employed to enforce on-street restrictions and that the provision of these traffic wardens and the processing of penalty charge notices be delivered under a shared service agreement with South Lanarkshire Council. However, South Lanarkshire Council subsequently advised that they were no longer in a position to enter into a shared service agreement to enforce our on-street restrictions or to provide any back-office functions. This has significantly delayed the introduction of council wardens. Consequently, the Member/Officer working group has been reviewing other options to provide DPE.

3. Considerations

- 3.1 Following the initial consideration of a number of options, the Member/ Officer Working Group were asked to review Town Centre Parking and recommended that the Council prepare a business case for DPE. Following approaches to other neighbouring authorities Glasgow City Council indicated they would be willing to enter into a proposed shared service agreement for back-office management, with consideration of a number of options using services within North Lanarkshire to carry out the on-street enforcement.
- 3.2 Consultant Peter Lowe from RTA Associated Ltd was employed to assist with the preparation and development of the business plan for DPE by evaluating the 3 options outlined below.
- 3.3 Ultimately three options were considered for on-street enforcement which were developed further and evaluated financially within Protective Services and Town Centre Activities –

Option 1 – Glasgow City Council manages and operates the back-office functions, and the on-street enforcement activities run jointly by NLC Protective Services and Town Centre Activities.

Option 2 – Glasgow City Council manages and operates the back-office functions, and the on-street enforcement would involve amending the duties of the existing NLC Environmental Protection Officers to have their remit extended to include parking enforcement duties.

Option 3 – Glasgow City Council manages and operates the back-office functions, and the on-street enforcement would involve the use of officers from the NLC Town Centre Activities section.

- 3.4 A financial model was developed for each of the above options. The model was based heavily on similar work carried out for other local authorities by the consultant; this will reflect accurately the experience from other authorities when introducing decriminalised parking. The model predicts the revenue start-up costs of the new operation, the expenses to be incurred, the revenue stream generated and the cash-flow over the first 5 years. The model is required to show a “break even date”, where the total income exceeds the total expenditure when the business case becomes viable. This break even position is a Scottish Ministers requirement as a condition to be met prior to ministers promoting the necessary legislation to transfer powers to the council.

Option 2 has been identified as the most viable case; this would require a further 4 additional Environmental Protection Officers (EPO) posts, with a change to the existing EPO’s remit to include parking enforcement. Additional support from Town Centre Activities would assist with the deployment of the EPO officers to key locations using CCTV monitoring to identify concentrations of illicit parking. The number of PCNs required per year would be 7,500 building to 8,000 within a 5 year period to make the business case financially viable.

4. Traffic Regulation Orders

- 4.1 As part of the DPE process, the Traffic Regulation Orders (TROs) require to be checked and/ or updated or consolidated. Traffic Regulation Orders have been rationalised and the restrictions implemented within Bellshill, Cumbernauld and Wishaw town centres. However, in Wishaw further amendments have been prepared and, as part of the consultation process, several representations have been received. These representations are currently being considered.
- 4.2 In Motherwell town centre the TROs have been rationalised. A tender is being prepared for the signing and lining of the Motherwell TRO, and it is expected that these works will be completed by May 2016. The traffic regulation orders associated with Kilsyth, Airdrie and Coatbridge are currently being reviewed, and subject to the satisfactory conclusion of the statutory consultation process, these orders will be complete prior to the introduction of parking enforcement.

5. Finance

- 5.1 The existing Roads and Transportation capital and revenue budgets will fund the upgrade of Traffic Regulation Orders (TRO)-£250,000, Signing and Lining – £25,000 and Publicity/consultation - £25,000.
- 5.2 The committee paper of Nov 2013 authorised £120k funding over a three year period however this is now required in 1 year 16/17 in order to ensure a successful start up. Costs have risen to £131k due to inflation and revisions between the South Lanarkshire proposals and the Glasgow City Council proposals. Funding will be utilised for software, hand held devices, uniforms etc and initial set up cost.
- 5.3 A further report will follow on the funding requirements as the Council will now consider this as part of the detailed budget process.

6. Time line

- 6.1 The Council’s Business Case for DPE will be submitted to Scottish Government pending approval from the Planning and Transportation Committee. It will take at further 12 months of preparation before DPE could potentially be introduced in North Lanarkshire June/July 2017.

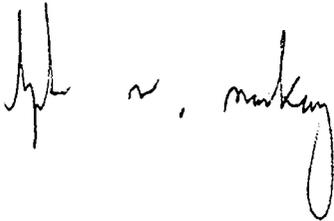
6.2 The Member/Officer Working Group for Town Centre Parking made the following recommendations regarding decriminalised parking enforcement to take to the next Planning and Transportation Committee. Therefore the views of the Local Area Partnership members are sought, with the aim of reporting these views to the Planning and Transportation Committee with the attached report.

The recommendations made by the Member/Officer Working Group are as follows:

- a) Authorises the application to the Scottish Ministers base on option 2, and
- b) Refers this report to the Environmental Services Committee in order to authorises funding of £131,000 revenue funding in 2016/17 to meet start-up costs for the introduction of DPE.

7. Recommendations

7.1 The Local Area Partnership/Area Committee are asked to note the foregoing and that any comments be fed back.

A handwritten signature in black ink, appearing to read 'G. Mackay', with a large, stylized flourish at the end.

GRAHAM MACKAY
HEAD OF ROADS AND TRANSPORTATION

Local Government Access to Information Act: for further information about this report, please contact Joyce Finnigan, on 01236 632538.