

**West Wiltshire District Council**

**Cabinet**

**15 December 2004**

**Decriminalised Parking Enforcement**

**1. Background**

Cabinet on 29 September 2004 resolved to support detailed negotiations for a satisfactory agency agreement and administrative arrangements to implement Decriminalised Parking Enforcement (DPE). The report defined a satisfactory agreement as this authority:

- Would not bear up any start up costs,
- Would not bear any any initial revenue deficits
- Can designate and manage residents parking zones
- Can influence the transport issues any surplus is spent on.

**2. Developments**

A recent meeting confirmed County members' support for implementation.

***Timetable***

To commence now to an application for a Special Parking Area in March/April 2005, implementation in autumn 2006. This is tight, and would require quite intensive contributions from district council staff, with the agency agreement between County and participating District Councils completed by May 2005.

***Funding***

Approximately £0.5 million from the County Council's own resources. Districts expected to meet revenue start up costs, for West Wiltshire £68k plus the deficits, approximately £141k in year 1 reducing to £6-11k in following years. Note that this assumes that the £25k estimated increase in off street parking income resulting from DPE implementation (which would otherwise accrue to the District Council) is used for enforcement of DPE.

***Scope of scheme***

Only the current restrictions, for example existing yellow lines would be enforced initially as the County are focussing on improving traffic flow. Residents parking zones (a major reason for our involvement) and on-street charging would not proceed for around 2 years.

**3. Key Issues**

These were identified in the report to Cabinet on 29 September 2004 and summarised in the background paragraph above.

***Costs***

We do not wish to bear any initial costs or deficits. The County Council wish us to bear the revenue start up costs estimated at £68k and the first year revenue deficit estimated at £141k. In addition subsequent revenue deficits estimated at £11k falling to £6k. These figures assume a £25k increase in off-street revenue.

***Residents Parking***

We wish to be able to designate and manage residents parking zones, an issue that was frequently arises in consultation. The County Council has not offered this and seems unwilling to introduce them before 2008.

***Surpluses***

In later years it is possible that a surplus could arise in the on-street account. We would wish to have an influence on how any surplus could be spent but this has not been offered by the County Council.

**4. Options**

***Consequences of not participating***

The County Council intend to implement DPE through contractors if necessary by autumn 2006.

The experience of Salisbury DC is that the implementation of DPE is unpopular and results in a number of complaints.

We will have less opportunity to influence residents parking zones, safeguarding parking important to town centre businesses and charging policy.

On street charging could be implemented earlier in West Wiltshire on the grounds we are not subsidising implementation.

Estimated £25k increased revenue from off street parking retained.

**5. Legal Implications**

The DfT preferred model is for enforcement by Districts. If the County Council introduces DPE we will have to enforce our off-street car parks through the DPE mechanism. This means that enforcement will move from the criminal courts to the National Parking Adjudication Service (NPAS), which is part of the civil court system.

To be consistent there should be common uniforms, forms and procedures with the rest of the County.

**5. Financial Implications**

Participating in DPE is estimated to cost a total of £207k in the first year followed by annual deficits of £6-£11k. There are no budgets for these costs.

Not participating may have a one-off cost of £15k if we wish to invest in common uniforms and equipment. Software might cost another £45k but this could possibly be reduced by a bilateral agreement with another district council undertaking "back office" functions. The annual net cost ,offset by increased car park income, and based on current enforcement may then be about £15k.

## **6. Human Rights**

The Human Rights implications of this report have been considered and considered acceptable and the checklist has been addressed.

## **7. Key Decision**

Statement of reason for Key Decision	No progress has been made on the key issues and the consequences of not participating are acceptable.
Options considered and rejected	Continued negotiations, Not co-ordinating enforcement
Date of implementation	Autumn 2006

## **8. Background Papers**

File T52, File Location F30

WCC Study Report, DPE in Kennet, North Wilts and West Wilts, RTA Associates

## **9. Recommendation**

That the Cabinet declines further negotiations on an agency as it is clear the District Council has neither the financial nor the human resources required at present. However a watching brief be maintained and co-operation offered to ensure, as far as practicable, the efficiency and consistency of enforcement procedures, and the allocation of, and charging policy in, parking spaces within our town centres.

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Portfolio Holder

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Date of preparation of report: 1 December 2004