Purpose of Report

1. To update Members on the progress by the County Council towards establishing a Countywide scheme for Local Parking Control and to formulate a response to the County Council’s most recent consultation exercise.

Background

2.1 Northamptonshire County Council (NCC) have been for some time been moving towards the introduction of local parking control (also known as decriminalised parking enforcement or ‘DPE’) throughout the County in furtherance of the objectives of the Local Transport Plan. In connection with this NCC has been consulting with Local Authorities within the County. The DPE activities proposed apply to on-street parking and may be thought of as a replacement for the traffic warden service provided previously under the auspices of the Police.

2.2 Currently the enforcement of on-street parking controls in the County, except in the Borough of Northampton, is carried out by Northamptonshire Police and the few remaining Traffic Wardens. In line with many areas in the rest of Britain, the resources allocated to the enforcement of parking controls by the Police has reduced leading to low levels of enforcement. The Government has given all County Councils across the country the opportunity to take on the enforcement function allowing the Police more time for policing and enabling the County Council, as Highway Authority, to have more effective parking controls.

2.3 At its meeting on 31st January 2006, the Council supported operating a scheme of Local Parking Control at an enhanced level in the Borough providing the Borough retains the right to determine whether or not to charge and at what level, now and in the future, off-street.

Discussion

3.1 Consultation on Implementation of On-street Parking Proposals

3.1.1 The County Council are consulting on the implementation of the proposals and have prepared a leaflet for distribution to frontages directly affected by any changes throughout the County. A copy of the leaflet for Wellingborough is attached to the report.

3.1.2 This is the second version of the leaflet. The first version of the leaflet was ambiguous and at first reading did not make clear that what was proposed
related solely to on-street parking. Following strong representations on behalf of the Council this ambiguity has been removed.

3.1.3 The leaflet refers solely to proposed on-street parking controls. These include a review of the existing yellow line and other parking restrictions, where and how it is proposed to charge for on-street parking and the option for areas to have residents parking schemes.

3.1.4 The leaflets will also be distributed to all Town and Parish Councils and the information will be posted on the County Council’s website.

3.1.5 The leaflet shows the areas within the central area of the town currently subject to parking controls. In addition to the existing central area controls it shows additional areas that may be considered for new parking controls if necessary and these include the Midland Road corridor, the area around the station and the area in the vicinity of Abbots Way.

3.1.6 On-street parking charges are being considered within the Central area, which is bounded by Havelock Street, Cannon Street/Victoria Road, Commercial Way, Sheep Street/Silver Street/High Street, and also along Oxford Street between Silver Street and Sharman Road.

3.1.7 Member’s views are sought on the proposals for the extent and nature of the DPE proposals set out in the leaflet.

3.2 Application for Countywide DPE Scheme

3.2.1 Northamptonshire County Council are preparing an application to the Secretary of State for Transport for the making of orders to permit DPE in Northamptonshire.

3.2.2 The application seeks to implement a Permitted Parking Area covering on and off-street parking places and a Special Parking Area covering waiting and loading restrictions within the defined area.

3.2.3 While the order will cover both on and off-street parking, the control of whether to charge for off-street parking and at what level remains with the Borough Council. Including the Council’s off-street car parks within the order provides a mechanism for subsequent combined enforcement of parking controls if the Council should decide, in the future, to change its approach to the management of off-street parking. The County Council is, therefore, only taking income from on-street charges and enforcement in the Borough into account in its calculations. This is drawn to the Committee’s attention because the extent of this income will influence the level of enforcement activity in the Borough as the County Council currently requires borough/district DPE schemes to operate on a no worse than a break-even basis.

3.2.4 The car parks serving the new Swimming Pool and the Castle have been omitted from those in the scheme as they serve specific Council leisure facilities as has Sharman Road Car Park as it is managed by Morrisons.

3.2.5 The level of on-street parking charges will be recommended to the County Council Cabinet by the Countywide Parking Committee comprising Members from the County, Borough and District Councils. Cllr Lucy Payne has been nominated as the representative of this Authority on the Countywide Committee.

3.2.6 While no charges have been set, the application has to show that the proposal is
financially viable. It is anticipated that average on-street charges of 50p/hour and residential parking permits at £40/annum together with penalty charge notices will cover the costs of providing enforcement. It is anticipated, therefore that the charges set will not vary greatly from these figures.

3.2.7 Currently it is anticipated that the scheme will be introduced on April 1st, 2007.

3 Legal Powers
Road Traffic Act, 1991:
Highways Act, 1980:

5 Financial Implications
5.1 The proposed DPE scheme is designed to operate on an at least 'break even' basis and should, therefore, not incur any costs to the Council. If a level of enforcement activity over and above that funded by the DPE scheme is required by the Council, the additional cost of such activity would fall on the Council.

5.2 The current scheme is based on the costs for providing the service Countywide which indicate that a surplus will be generated. If this is achieved on implementation then the Borough Council would not be required to fund the enforcement operation.

6 Risk Analysis and Implications

<table>
<thead>
<tr>
<th>Nature of risk</th>
<th>Consequences if realised</th>
<th>Likelihood of Occurrence</th>
<th>Control Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Variations in DPE expenditure or income</td>
<td>Impact on revenue budget if extent of enforcement activity not adjusted accordingly</td>
<td>High</td>
<td>Monitoring of scheme and charges</td>
</tr>
</tbody>
</table>

6.1 Implications for Staffing
There are no implications arising from this report.

6.2 Implications for Sustainable Development
Control of on-street parking will reduce congestion, increase turnover of on-street parking spaces and reduce the impact of vehicles on the physical environment.

6.3 Implications for Equal Opportunities.
Consultation on the proposals will be carried out.

6.4 Implications for Community Safety
The proposals will provide a safer environment for the Community.

6.4 Implications for Health Improvement
Effective parking control can lead to a safer environment which reduces the risk of accidents.

6.5 **Implications for Property**

Local Parking Control could result in more effective use of on-street parking places and the council’s car parks by means of a higher turnaround rate.

7 **Recommendations.**

The Committee are recommended to:

7.1 Determine the broad thrust and contents of the response to be made to the consultation document.

7.2 Authorise officers to agree the detailed wording of the response with the Chairman and Vice-Chairman of the Committee

8 **Authors and Contact Officers**

Chris Pittman – Corporate Manager, Business Support

9 **Consultees**

9.1 Councillor Lucy Payne
Bob Entwistle – Executive Director (Stronger Communities)
Keith Parrett – Northamptonshire County Council

10 **Background Papers**

Report of the Economic & Environment Committee: Minute 4, 5.10.05: Minute 4, 2.11.05, Minute 4, 21.12.05
Report of Full Council: Minute 10, 31.01.06
Correspondence from Northamptonshire County Council dated 14.07.06 & 14.08.06

PDT/HY/7/7 16.08.06
Street Parking in Northamptonshire is changing

Historically, on street parking has been enforced by Northamptonshire police. However, the government has given all county councils across the country the opportunity to take on this function in order to allow the police more time for policing.

Northamptonshire County Council is taking over responsibility for all on street parking enforcement within Northamptonshire. As part of this process we will be assessing how appropriate existing parking controls are so that they best serve the needs of all who use our roads.

How will the changes affect me?

1. Review of yellow lines and other parking restrictions
   - As part of the changeover process, the county council has reviewed all of the county’s yellow lines, limited parking bays and all other parking restrictions.
   - We need to ensure all parking restrictions provide adequate safety to all those who use our roads and are relevant to today’s needs.
   - All boroughs and districts across Northamptonshire will be affected by these changes with the exception of Northampton, where the process has already been completed.

2. On street charges
   - Pay and display for on street charging is being proposed in some areas across Northamptonshire as a way to better manage limited parking.
   - Free limited parking is good in theory but relies on people respecting limited parking times. Pay and display parking generates the money required to manage limited parking.

Pay and display helps more spaces become available to more people at peak times during the day. Pay and display will help pay for better parking management so that inconsiderate and unsafe parking can be tackled.

Where is pay and display planned?
- Town centre locations in Kettering, Corby, Wellingborough, Daventry, Towcester and Brackley.
- The pricing of Pay and Display parking will be set in conjunction with your local borough or district council.

3. Residents parking
   - In residential areas, residents should always have priority to park over non-residents. Residents parking schemes help protect certain areas for resident only parking during the daytime. Such schemes are particularly useful around the edges of town centres and adjacent to train stations, sports grounds etc.
   - Any new scheme will be introduced subject to funding and further consultation.

Feedback
   - On the reverse of this leaflet you will see our proposals for where:
     - Parking controls will be for your local town centre.
     - Where we propose to put pay and display parking.
     - Where residents parking is planned.
   - You can comment in one of the following ways:
     - Complete the attached feedback form and return it to us with your comments. There is no need to add a stamp.
     - Send us an email to parking@northamptonshire.gov.uk.
     - Write to us at the address given on the feedback form.
     - Telephone 01604 654633 or
     - Visit our website and fill in our online form at www.northamptonshire.gov.uk/parking.

This information can be made available in other languages and formats upon request, such as large print, Braille, audio cassette tape and floppy disk. Contact 01604 654633.