

BOROUGH OF KETTERING

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Report Originator	Jon Hall Environmental Services Manager	<i>Fwd Plan Ref No:</i>	
Wards Affected	ALL	27 th October 2016	
Title	DECRIMINALISED PARKING PROJECT UPDATE		

1. PURPOSE OF REPORT

- 1.1 To provide members with an update on the ongoing decriminalised parking project.

2. INFORMATION

- 2.1 Historically, Kettering Borough Council has not opted to adopt a civil parking regime under the Traffic Management Act 2004. Similarly, it has not sought to join the Special Parking Area Order of Northamptonshire County Council. Enforcement has remained under the Road Traffic Act 1984 and the responsibility to enforce parking has remained as a joint partnership between Northamptonshire Police and Kettering Borough Council.
- 2.2 In 2012, several 'Controlled Parking Zones' (resident parking zones) were introduced in response to the parking problems being experienced from residents. It was recognised that regular, consistent and efficient enforcement was not achievable with the current arrangement of using just one traffic warden. As the Borough Councils' warden team are already enforcing the 'off street' car parks, the enforcement of residential parking zones was discharged to Kettering Borough Council by Northamptonshire County Council. This was seen as a natural addition to their existing role.
- 2.3 Furthermore, the multi-disciplinary warden team are able to enforce various elements of enviro-crime duties whilst on residential parking patrols. This was widely supported by both the public and local politicians and enabled a more efficient use of resources. Approximately forty streets (mainly locations in or close to the town centre and other parking pressure points) are patrolled in this way.
- 2.4 In the meantime, Northamptonshire County Council was keen to introduce a civil parking regime across the county, with the hope that Kettering Borough Council would eventually join this parking partnership, along with the five other Northamptonshire District Councils'.
- 2.5 Whilst Kettering Borough Council had no objection to the introduction of a civil parking regime, it was keen to take forward the enforcement model it had used very successfully over many years, namely by utilising the multi-functional street wardens for on street parking, enviro-crime, and more recently anti- social

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behaviour enforcement; all functions carried out whilst on patrol. Kettering Borough Council is confident this is the best way forward and would build on the efficiencies it has already demonstrated through the effective use of officer time.

- 2.6 The resultant different approaches from each authority unfortunately led to a situation where certain residential streets, who had voted to become residential zones, had to be put on hold until a satisfactory resolution was found.
- 2.7 In the spring of 2016 constructive discussions were held at the Department for Transport (DfT) in order to consider how best to satisfy both the aims of the County Council, and those of Kettering Borough Council. It was recognised that at the centre of any decision, the needs of Kettering Borough Council residents' had to come first and that an agreement should be found as soon as possible.
- 2.8 The outcome of the meeting was positive and it was agreed that a satisfactory compromise was possible, whereby both on-street and off-street car parks could be brought in line with the civil parking regime currently in place across Northamptonshire, and at the same time be enforced by a multidisciplinary Kettering Borough Council Civil Enforcement Team, thus satisfying Kettering Borough Council's objectives for greater efficiencies.
- 2.9 As part of this process, Kettering Borough Council agreed to put a business plan together for consideration.
- 2.10 Shortly afterwards Kettering Borough Council also came to an agreement with Northamptonshire County Council to proceed with the residential parking zones that were on hold. These included Bowhill, Windermere, Legion Crescent, Hazelwood Road, and West Street. It is hoped that these can be in place early in 2017. However, consultation for the extension or creation of further new residential areas would only be conducted when long term agreements between the authorities have been reached.
- 2.11 This submitted business plan recognised the increasing need to adopt a civil regime to support the County Council's objectives, as set out in the Northamptonshire Parking Strategy, to encourage the following outcomes:
- Increased use of off-street car parks
 - Improved turnover of on-street controlled parking spaces
 - Wider geographical coverage of parking enforcement, with a consistent approach
 - Income for highway investment, promotion of public transport and other non-car modes of travel
- 2.12 Kettering Borough Council is similarly keen that the County Council meets its targets, as set against the government's shared priorities for transport. These priorities include:
- Tackling congestion
 - Delivering accessibility

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- Improving safety
- Reducing air pollution

2.13 Kettering Borough Council believes its multi-disciplinary warden proposal would complement Northamptonshire County Council's parking strategy, with regard to parking provision and parking management.

2.14 Similarly, the parking strategy enables the aims of the Local Transport Plan to be applied in such a way that it can operate as a means of reducing congestion, encouraging traffic restraint and supporting alternative modes of transport.

3. CONSULTATION AND CUSTOMER IMPACT

3.1 The business plan has been submitted to Northamptonshire County Council and Kettering Borough Council is now awaiting their comments.

3.2 Once a plan has been approved by the County Council it would need to be ratified by both authorities through their retrospective committees / cabinets and then sanctioned by the Department for Transport (DfT) through a formal application process.

3.3 Following DfT approval, legal public consultations would have to take place before any civil enforcement order could be authorised. A full communication strategy would be implemented at this stage.

4. POLICY IMPLICATIONS

4.1 None at present but should plans be approved, then Kettering Borough Parking policies would be modified accordingly

5. FINANCIAL RESOURCE IMPLICATIONS

5.1 A full financial assessment has been submitted as part of the business plan. It is proposed that the Service Level Agreement has a minimal life of 15 years (with the inclusion of agreed break out clauses) to ensure that investments made are viable.

5.2 Kettering Borough Council will use any surplus revenue in accordance with the legislative restrictions in section 55 of the Road Traffic Regulations Act 1984. Decisions relating to the allocation of funds from surplus on-street income will be made through mutual agreement with Northamptonshire County Council.

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6. HUMAN RESOURCE IMPLICATIONS

- 6.1 Should final approval of the submitted business plan be given, it will require the recruitment of additional wardens which will increase the overall warden team size.

7. LEGAL IMPLICATIONS

- 7.1 None at present but if the project goes ahead relevant legal orders and agreements would be implemented.

8. RECOMMENDATION

- 8.1 That the report on decriminalised parking be noted.

Background Papers: None
Title Decriminalised Parking Project Update
Date 27/10/16
Contact Officer Jon Hall
Previous Minutes/Reports:
Ref:
Date:

Background Papers:

None

Previous Reports/Minutes: