

**Decriminalisation Of Parking
Enforcement
District Of Mole Valley
Mole Valley Local Committee
23 July 2003**

KEY ISSUE:

The Committee is asked to give consideration to details contained within the draft Agency Agreement for the introduction and management of DPE.

SUMMARY:

Further to the report presented to this Committee in February 2003, which proposed a way forward with respect to the introduction of Decriminalised Parking Enforcement (DPE) within the District of Mole Valley, this Committee is required to give consideration to details contained within the draft Agency Agreement, setting the framework within which the District Council and County Council can work together in order to effect DPE. In addition, this report provides feedback on the resolutions passed, in respect to DPE at Mole Valley District Councils Environment Committee in June 2003.

REPORT BY:

Roger Archer-Reeves

SURREY ATLAS REF:

All

MOLE VALLEY DISTRICT WARD:

All

COUNTY ELECTORAL DIVISION:

All

OFFICER RECOMMENDATIONS:

The Committee is asked to agree that:

- (i) the Local Transportation Director, in consultation with the Chairman of this Committee, be authorised to negotiate and agree the final terms of the Agency Agreement with the District Council for the implementation and management of DPE throughout the District of Mole Valley.

1 INTRODUCTION AND BACKGROUND

- 1.1 An agency agreement for the introduction of DPE is required between Surrey County Council and Mole Valley District Council. Negotiations between officers has commenced following the County Council's Executive agreeing the framework for County officers to negotiate with the District Council on 17th February 2003.
- 1.2 Parking management and DPE is an essential part of a local authority's overall transport policy. At present, the indications are that, DPE will run at a deficit of approx £600k per annum, Countywide and therefore financial arrangements need to be put into place in order to minimise the risk to the County Council and provide incentives for an efficient and effective service.

2 BACKGROUND

- 2.1 This Committee agreed, in principle to the introduction of DPE in the District of Mole Valley on 12th February 2003.
- 2.2 On 17th February 2003, a report was presented to the County Council's Executive that sought a financial framework within which agency agreements should be negotiated for the implementation of DPE. A copy of that report is attached as **Annexe A**.
- 2.3 The Executive resolved that:
 - (a) the County Council continues to implement Decriminalised Parking Enforcement across the County on a District/Borough basis and holds discussions with the Chief Constable regarding continued police on-street parking enforcement in Districts/Boroughs where it is not possible to introduce Decriminalised Parking Enforcement before April 2004.
 - (b) the financial arrangements to be included in Agency Agreements should be based upon the principles outlined in the report.
 - (c) approval of the terms and conditions of Agency Agreements be delegated to the Head of Transportation in consultation with the Executive Member for Transport and the Economy, following agreement of the relevant Local Committee.
 - (d) Pay and Display schemes for on-street parking bays be a matter for the Local Committees.
 - (e) the Penalty Charge Notice be set countywide at £60.

- 2.4 Mole Valley District Council Members, at their Environment Committee on 24th June 2003, considered and approved the next steps required to progress the project and also considered various issues regarding the draft Agency Agreement. In summary, the District Council are a willing partner for DPE, subject to various changes being made to the 'draft' agency agreement that has been passed to the District Council for comment. A report, attached as **Annexe B** details the key issues in relation to the agency agreement and is in line with the response already given to the County Council in relation to this. At the meeting, all the recommendations listed were agreed.
- 2.5 **Annexe C** is a copy of a letter that sets out MVDC Officers comments on the draft Agreement. Given the nature of the content of this letter, it is considered that **Annexe C** should be treated as confidential at this time. SCC officers are currently giving thought to the issues raised and it is likely the negotiations will take place for some time before a final draft Agreement can be put in place. It is not considered appropriate at this time to provide a copy of the draft agency agreement as it will be subject to a considerable amount of change and the attachments to this report provide a good basis of understanding.
- 2.6 In addition to the information already given to this Committee in relation to DPE, it should be noted that the County Council are required to provide evidence that it has a Parking Management Plan. A report was presented to this Committee in July 2002 detailing a revised Parking Strategy for the County. At that Committee it was resolved that officers would update the Local Area Parking Management Plan (LAPMP) for the District. This LAPMP will not be required as part of the application for DPE to Government but will be reviewed as soon as resources allow.

3 TIMESCALES

- 3.1. Firm agreement is needed promptly between Surrey County Council and Mole Valley District Council if the April 2004 milestone is to be met, A formal application needs to be made approximately six months before the date for implementation; i.e. November 2003. Authorisation to delegate responsibility for agreeing the final terms and conditions of the agency agreement to the Local Transportation Director in consultation with Chair and Vice-chair would therefore assist in meeting timescales.

4 FINANCIAL IMPLICATIONS

- 4.1. As reported to the Executive in February 2003, DPE is likely to run at a five-year deficit of between £0 and £600,000 across the whole County. A 'draft' financial summary will be available at this meeting for Members, which will include the financial implications in relation to the District of Mole Valley. As detailed at this Committee in February 2003, it is anticipated that the initial Capital start up costs will be funded centrally from the County Council's LTP Capital Settlement. This was agreed by the Executive on 17 February 2003. A 'ring fenced' account would need to be set up so that ongoing expenditure can be offset against income.

5 CONSULTATIONS

- 5.1 As part of the SPA application, officers will be formally consulting with neighbouring authorities; the National Parking Adjudication Service; Surrey Police; Surrey Fire & Rescue Service; the Surrey Ambulance Service; The Highways Agency; DVLA; and Northampton County Court. Northampton County Court is the Court where NPAS have their headquarters, which is responsible for the enforcement of fines.

6 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 6.1. The implementation of Decriminalised Parking Enforcement is in line with the Transport White Paper, "A New Deal for Transport: Better for Everyone". Without the powers to enforce parking and traffic regulations, any transport proposals to improve the local environment would be ineffective.

7 CRIME & DISORDER IMPLICATIONS

- 7.1. Unless the Highway Authority in partnership Mole Valley District Council takes on DPE then there will be areas of no enforcement of traffic regulation orders within Mole Valley and this will clearly lead to abuse of parking controls.

8 EQUALITIES IMPLICATIONS

- 8.1. The introduction of DPE will allow the better management of Disabled Parking Facilities for those with mobility problems

CONCLUSION AND REASONS FOR RECOMMENDATIONS

Negotiations with respect to the agency agreement for the implementation and management of DPE are ongoing. Mole Valley District Council have indicated they are a willing partner in progression of this project, subject to their agreement to the terms and conditions within the agency agreement. In order that officers are able to try and achieve the challenging deadlines presented, it is suggested that authorisation is given to delegate responsibility for agreeing the final terms and conditions of the agency agreement to the Local Transportation Director in consultation with Chair and Vice-chair.

**Report by: Roger Archer Reeves
Local Transportation Manager**

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BACKGROUND PAPERS:	Report to the Executive 15/03/2001 and 17/02/2003.

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