

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	12 March 2019
Title:	T19 On-Street Parking Project Update
Report From:	Director of Economy, Transport and Environment

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1. Recommendations

- 1.1. That the Executive Member for Environment and Transport gives authority to procure and spend and enter into the necessary contractual arrangements in consultation with the Head of Legal Services for the provision of Civil Parking Enforcement and related services up to the value of £30 million (for the maximum 10 year period), all of which will be funded from on-street parking related revenue.
- 1.2. That the Executive Member for Environment and Transport notes the progress made to date regarding the negotiations with the various District and Borough Councils over the future arrangements for on-street parking in the County as part of the Transformation to 2019 savings proposals.
- 1.3. That the Executive Member gives Authority to include those district areas within the proposed Hampshire County Council directly controlled outsourced enforcement service, where the relevant district or borough council has not agreed and entered into new, financially robust agreements for the future operation of on-street Civil Parking Enforcement by the agreed deadline of 31 March 2019, unless exceptionally agreed by the Director of Economy, Transport, and Environment in consultation with the Executive Member for Environment and Transport.
- 1.4. That the Executive Member for Environment and Transport notes the progress made to date with regard to the introduction of Civil Parking Enforcement in Gosport.

2. Executive Summary

- 2.1. This report provides an update on work undertaken to develop the County Council's approach to on-street parking, including future arrangements for enforcement and the delivery of associated parking controls across the County as part of the Transformation to 2019 savings proposals.
- 2.2. The report seeks approval to include all district areas within the proposed parking enforcement service directly controlled by the County Council, where the relevant district or borough council has not entered into new agreements to

continue to provide the service from 1 April 2020 onwards by the deadline of 31 March 2019.

2.3. The report also provides an update on progress with the County Council's proposals to introduce Civil Parking Enforcement in the Gosport Borough.

3. Contextual information

3.1. Three previous reports for the T19 Parking Project have been considered by the Executive Member for Environment and Transport at meetings held in November 2017, June 2018 and October 2018. The table below sets out the elements of the project that have been approved to date:

MEETING	SUMMARY OF DECISIONS
14 November 2017 Decision Day	<ul style="list-style-type: none"> (i) To terminate the current district CPE Agreements with the change coming into effect no later than 1st April 2020 (ii) To set up CPE in Gosport (iii) That CPE in Gosport will be directly controlled by the County Council (iv) Authority delegated to Director to work with districts over potential revised district CPE agreements
5 June 2018 Decision Day	<ul style="list-style-type: none"> (i) Executive Member notes progress with parking project (ii) Authority in principle to develop and implement a centralised County Council parking service in the event that suitable revised financially robust agreement cannot be made with districts (iii) Approval in principle for chargeable on-street parking areas with authority delegated to Director and Head of Legal Services to take all necessary steps to implement the changes including progression and approval of the necessary TRO's (iv) Approval for an independent parking service review
29 October 2018 Decision Day	<ul style="list-style-type: none"> (i) To agree the Principles of new, financially robust district CPE agreements (ii) Authority delegated to Director in consultation with Head of Legal Services to finalise negotiations and enter into new

	<p>contractual agreements with districts wishing to continue to deliver CPE on the County Council's behalf</p> <p>(iii) To agree principles of a new Operational Policy for Residential Parking schemes to ensure they operate on a full cost recovery basis</p> <p>(iv) To agree principle of introducing pilot on-street Electric Vehicle (EV) charging bays</p> <p>(v) To agree the principle of future on-street parking controls being delivered on a full cost recovery basis.</p>
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3.2. The on-street parking project is one of the department's key projects in meeting its Transformation to 2019 savings targets. Whilst research, market testing, and an independent review of the current service have shown a directly controlled on-street parking enforcement service, outsourced to a specialist service provider, to be the most cost-effective model, the County Council recognises that the function has been run by the district councils on the County Council's behalf for some years. Therefore, those districts who have expressed a desire to continue to deliver the service have been given the opportunity to enter into updated, financially robust agreements that are aimed to result in a more modern and efficient service being operated to a consistent standard on a full cost recovery basis.

3.3. Notice has been served to terminate the current Civil Parking Enforcement agreements with the function due to come under direct County Council control as of 1 April 2020. Any district wishing to hand back the parking enforcement function will also be required to terminate its Traffic Management agency agreement due to the link between the two activities of implementing new parking controls and their enforcement.

3.4. Those districts who have expressed a desire to continue to operate the service on the County Council's behalf have been issued with draft revised agreements together with the associated information to enable them to reach a decision. The districts have been given a deadline of 31 March 2019 to sign the new agreements. Should any district decide not to enter into a new agreement, the function will return to the County Council and the district area will be added to the directly controlled outsourced contract.

3.5. Whilst the outsourced parking service contract will be structured to allow expansion for other district areas over time, it is vital that the County Council has certainty over which district areas will be included by the end of March 2019. Notification of the districts' intentions by this date will enable the County Council to ensure potential service providers are able to price the contract accordingly. It is therefore proposed that, should any district not have signed a new agreement by this date, the County Council will include the district area within the outsourced service unless exceptionally agreed by the Director of

Economy, Transport, and Environment in consultation with the Executive Member for Environment and Transport.

3.6. The programme for the procurement of the outsourced parking enforcement services is set out below:

Procurement Programme	Date
Tender Planning Commencement	12/11/2018
Place OJEU Ad	01/08/2019
Clarification Closes	02/09/2019
ITT Return	12/09/2019
Evaluation Complete	18/10/2019
Preparation of Standstill Letters/ Regulation 84 Report Complete	01/11/2019
Standstill Period Expires	11/11/2019
Contract Award	09/12/2019
Contract Commencement	01/04/2020

3.7. To date, Test Valley Borough Council and New Forest District Council have notified Hampshire County Council of their decision not to enter into new agreements. These district areas, coupled with Fareham, where the Borough Council handed back its Traffic Management agency in 2017 and Gosport, where the County Council is in the process of introducing Civil Parking Enforcement, will form the basis of the County Council controlled service. The current position with regard to all Hampshire districts is as outlined below:

District / Borough	County Council Notified of decision?	Current Position
Basingstoke & Deane	No	County Council awaiting formal Borough Council decision
East Hampshire	No	County Council awaiting formal District Council decision
Eastleigh	No	County Council awaiting formal Borough Council decision
Fareham	Yes	Borough Council handed back TM agency in 2017, on-street CPE will revert to County Council control as of 1 st April 2020.
Gosport	Yes	No TM agency with Gosport BC, on-street CPE will come under County Council control once powers are granted by Department of Transport

Hart	Yes	Formal decision made to enter into new agreement for CPE and continue Traffic Management agency
Havant	No	County Council awaiting formal Borough Council decision
New Forest	Yes	District Council notified of intention to hand back CPE and TM, awaiting written confirmation
Rushmoor	No	County Council awaiting formal Borough Council decision
Test Valley	Yes	Formal decision made to hand back CPE and TM agency
Winchester	No	County Council awaiting formal City Council decision following Winchester Movement Strategy

3.8. The County Council has been working with Gosport Borough Council to introduce Civil Parking Enforcement within Gosport, and an application was submitted in December 2018 to the Department for Transport (DfT) for the powers to be granted. Once granted, all Hampshire districts will have CPE.

3.9. Currently on-street parking enforcement is the responsibility of the Police, although reduced resources mean parking enforcement is a low priority in relation to other Police duties. The Borough Council is currently responsible for enforcement of off-street car parks but, once CPE powers are obtained, the Borough Council will need to make a number of changes to its service to ensure off-street parking enforcement operates in accordance with CPE legislation.

3.10. Initial feedback from the Department of Transport (DfT) has stated that, due to the scale of Government's current legislative changes related to Brexit, the Department is unable to commit to the County Council's requested timescale for CPE implementation of 1 July 2020. Officers will therefore keep the Executive Member updated on progress with the Gosport CPE application as and when more information is received from DfT.

4. Finance

4.1. The future financial requirements, from 1 April 2020 onwards, for those district councils wishing to enter into new CPE agreements are set out clearly within the terms of the new agreements and the associated documentation.

4.2. The new district CPE agreements require districts who report their on-street operational expenditure to be above the level that the County Council deems reasonable, to be subject to an audit certification process.

- 4.3. A new financial reporting template has been issued to districts to assist them in achieving fair apportionment of expenditure between their on-street and off-street parking accounts.
- 4.4. The Executive Member for Environment and Transport has previously agreed the principle of future parking controls being delivered on a full cost recovery basis.

5. Performance

- 5.1. Some minor variation in the agreements for future operation of on-street Civil Parking Enforcement has been required to reflect the individual nature of districts and boroughs in Hampshire. Those districts with established on-street parking, wishing to continue to operate the service, will be able to continue to run on-street chargeable parking whilst sharing the associated revenue with the County Council.

6. Consultation and Equalities

- 6.1. Replacing the current civil parking enforcement agency agreements with alternative arrangements will not affect the fundamental provision of the services, and therefore no specific public consultation is required.
- 6.2. Consultation, in accordance with Department for Transport requirements, has been undertaken as part of the Gosport Civil Parking Enforcement application. The introduction of CPE powers in the borough will not affect the fundamental provision of the parking service, however, and therefore no specific public consultation is required.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	Yes
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The recommendations of this report have been assessed as neutral, apart from a positive impact for vulnerable road users such as those with disabilities, who could benefit from an increase in the level of parking enforcement and improved compliance with parking controls (e.g. double yellow lines) that have been introduced to aid road safety.

2. Impact on Crime and Disorder:

2.1 Unregulated parking can cause disputes. An effective parking enforcement service will help reduce conflict. Civil Parking Enforcement can help reduce demand for police resources to respond to parking related issues, freeing up those resources for other crime and disorder issues.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Well managed and enforced parking can have a positive impact on climate change. Increasing the availability of on-street parking provision has potential to reduce the time and distance travelled by motorists searching for a suitable and convenient place to park.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The parking project includes proposals for the introduction of on-street Electric Vehicle charging points which will have a positive impact on climate change.