

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Highways Operations
Date:	10 March 2022
Title:	Parking - Service Consolidation Efficiencies
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1. That the Executive Member for Highways Operations approves the termination of current district/borough council agency arrangements for Traffic Management and for Civil Parking Enforcement, with alternative arrangements for a traffic management and civil parking enforcement service put in place to provide a consistent countywide service in accordance with County Council policy objectives.
- 1.2. That the Executive Member for Highways Operations delegates authority to the Director of Economy, Transport and Environment, in consultation with the Head of Legal Services, to make any necessary arrangements to terminate the agency agreements for Civil Parking Enforcement and Traffic Management.

2. Reasons for the decision:

- 2.1. A fundamental requirement for the parking service is to ensure that it operates on a full cost recovery basis, with all associated expenditure covered by income from Penalty Charge Notices, residential parking permit income and from revenue from on-street chargeable parking. The County Council developed a directly managed, modernised on-street parking service as part of the Transformation to 2019 savings proposals, delivering the on-street parking service across Fareham, Gosport, New Forest and Test Valley. The remaining district/borough councils (Winchester, Havant, East Hampshire, Rushmoor, Hart, Basingstoke and Deane and Eastleigh) operate an on-street parking service on the County Council's behalf under revised agency agreements. The new directly managed parking service is shown to be more efficient than the district delivery model and it is now appropriate to end the agency arrangements for Traffic Management and for Civil Parking Enforcement to secure the most cost-effective service for the longer term and avoid drawing funding away from essential highways activity to meet the shortfall.
- 2.2. Ending the current agency arrangements and creating a single countywide service for Traffic Management and for Civil Parking Enforcement will enable the County Council to integrate these functions within the wider highways service and deliver a consistent countywide service in accordance with County

Council policy objectives. It will also enable the County Council to prepare for anticipated new moving traffic enforcement powers due to be granted under Part 6 of the Traffic Management Act 2004.

- 2.3. Bringing together a full directly managed on-street parking service across Hampshire will enable the County Council to create a centre of excellence for enforcement, providing a resilient, cost-effective, and highly efficient service, with anticipated new enforcement powers for moving traffic offences.

3. Other options considered and rejected:

- 3.1. It would be possible to continue with the agency agreements for Traffic Management and for Civil Parking Enforcement. This option is rejected as the directly managed parking service is more efficient than the district delivery model and will also enable the County Council to prepare for anticipated new moving traffic enforcement powers. A directly managed traffic management and enforcement service will enable the County Council to deliver a consistent countywide service in accordance with County Council policy objectives.
- 3.2. It would be possible to continue with the agency agreements for Traffic Management and only terminate the agency agreements for Civil Parking Enforcement. This option is rejected due to the link between the two activities of implementing new parking controls and their enforcement. Further, ending the current agency arrangements and creating a single countywide service for traffic management and for civil parking enforcement will enable the County Council to integrate these functions within the wider highways service and deliver a consistent countywide service to a high standard in accordance with County Council policy objectives.
- 3.3. It would be possible to continue with a smaller number of agency agreements or to phase the ending of the agency agreements. This option is rejected as the current district delivery model is considered not to be viable in terms of recovering the County Council's costs and action is required now to avoid drawing funding away from essential highways activity to meet the shortfall.
- 3.4. It would be possible with the agreement of participating district and borough councils to revise the agency agreements to include a contribution to the County Council's costs. This option is rejected as, while districts may be able make such a contribution by increasing parking charges, this could cover where savings and efficiencies are achievable with a single countywide service, potentially losing the opportunity for the most cost-effective service.

4. Conflicts of interest:

- 4.1. Conflicts of interest declared by the decision-maker:
- 4.2. Conflicts of interest declared by other Executive Members consulted:

5. Dispensation granted by the Conduct Advisory Panel: none.

6. Reason(s) for the matter being dealt with if urgent: not applicable.

7. Statement from the Decision Maker:

I thank County Councillors Lulu Bowerman and Jackie Porter for attending and speaking at my Decision Day today. I also thank the Select Committee for pre-scrutinising the proposals and note their concerns and reasons for not supporting the recommendations, which have been considered in making the decision today.

Approved by:

Date:

10 March 2022

**Executive Member for Highways Operations
Cllr Russell Oppenheimer**