

# Additional Information Report

## Overview and Scrutiny Management Committee

### Proposed Application for Civil Parking Enforcement Powers

The Committee debated the potential application for CPE power's within the city on the 15<sup>th</sup> November. The following questions were asked

#### Question 1 Alternative Models/Options available

With the Police currently proposing to withdraw from parking enforcement and legislation only allowing the powers to be transferred to the Local Authority, the only options are:-

- Do not apply for Civil Parking Enforcement powers which will see the city with no parking enforcement over and above endorsable parking enforcement by the Police
- Apply to Welsh Government for the introduction of CPE within the City of Newport

In 2016, Newport City Council offered to fully fund a Police officer to undertake parking enforcement within the city centre. Although a service level agreement was drafted, the Police declined to enter into the agreement.

Even if the police had agreed that this was a possible solution, the cost to implement suitable traffic enforcement would be in excess of £50k per year and would only cover the city centre with one officer. It was also confirmed that attendance would be subject to availability as the officer could not be assigned to parking only.

As all fines would be retained by central government, there would be no FPN income to offset these costs and would have represented poor value for money for Newport when compared to the CPE proposal.

There are a number of alternative delivery models available / have been considered should the decision be taken to proceed:

- Collaborative working with one or more of the other 4 Gwent Authorities who are now considering CPE powers following confirmation of withdrawal by Gwent Police.
  - 1) All 5 authorities collaborate on enforcement
  - 2) All 5 authorities collaborate on back office
  - 3) Collaborate with 1 or more as above

It has subsequently been confirmed that 4 of the 5 Gwent authorities do not want to collaborate on enforcement but would be willing to consider back office collaboration

- Fully outsource enforcement to a private enforcement company

This was deemed as having no merit by all 5 authorities

## **Question 2 Information on what similar Authorities have implemented and enforced the scheme**

**Awaiting information from external source (This information will be sent out to Committee Members as soon as possible)**

## **Question 3 Whether there were more cost effective options available to address the problem of Parking Enforcement**

The only option available to Newport is to apply to WG for CPE powers which is cost neutral.

As stated, Newport City Council previously offered to fully fund a Police officer to undertake parking enforcement within the city centre. Although a service level agreement was drafted, the Police declined to enter into the agreement. This option would also be considerably more expensive when compared to the CPE proposal

With the inevitable withdrawal of the Police from enforcement, Newport City Council is the only body who can apply for these powers within the city.

The 1984 Road Traffic Regulation Act allows authorities to enforce permitted on-street parking places; however, it does not allow them to enforce the adjacent waiting restrictions.

Unless enforcement is applied in a uniform manner across a geographic area there is a risk of displacement of parked vehicles and causing other more serious traffic safety and congestion issues.

Consequently, the only way to achieve overall enforcement in an area is to establish a Civil Enforcement Area and Special Enforcement Area, as defined in the Traffic Management Act 2004, and for the Council to take responsibility for all non-endorsable parking contraventions in that area.

Therefore, although the capital set up / implementation costs are an estimate, which will be clarified following the signs/lines review and procurement of professional services, such costs are unavoidable if the city is to make an application to Welsh Government for CPE powers.

It is anticipated that the proposed CPE scheme will be broadly financially sustainable over time. However, if the resulting financial equation is not sustainable; it is a matter of adjusting the scale of the enforcement resource until a better balance is found.

This is not an attempt to issue more PCNs but to align the resource level to the available income generated.

A lower number of PCNs per hour of enforcement shows high compliance levels and the enforcement service can be down sized accordingly. The emphasis is that CPE is a traffic management tool not a means for local authorities to raise income.

#### **Question 4 Implementation issues that the Council might face**

**Awaiting information from external source (This information will be sent out to Committee Members as soon as possible)**

#### **Question 5 Impact of CPE – i.e. numbers of available parking places in the city centre /displacement to other areas from the city centre**

#### **Existing Parking Provision within the City Centre**

General parking is provided in the larger multi storey car parks, surface car parks and on street limited waiting provision. The locations and capacity are as follows:

##### **Car Parks**

<b>Location</b>	<b>Capacity</b>
Park Square	395
Kingsway	1050
NCP Queensway	392
Stow Hill	43
Hill Street	59
Emlyn Street	42
Blaenavon Wharf	37
NCP Bridge Street	44
NCP North Street	62
NCP Stow Hill	76
Maindee	53
Friars Walk	350
On street business parking	90
Newport Station	184
<b>Total Available spaces</b>	<b>2877</b>

Although no data is available for the privately owned car parking facilities, Park Square currently operates at 24% average occupancy with peak occupancy never more than 31% (excluding city centre event days etc).

Due to the uncontrolled access and egress from our surface car parks, it is difficult to establish accurate occupancy rates over and above numbers of tickets issued. However, it has been estimated at circa 52% averaged across the day

### On Street Parking (City Centre)

Several lengths of road within the city centre are the subject of limited waiting traffic orders, generally restricted to 20 minutes, 1 and 2 hour maximum wait. The locations and capacities are as follows

Location	Number of spaces	Restriction
Caxton Place	5	one hour
Baneswell Road	16	one hour
Bridge Street	5	one hour
Stow Hill	5	one hour
Charles Street	9	one hour
Victoria Place	5	two hours
Hill Street	17	one hour
Park Square	38	two hours
Victoria Road	6	two hours
Ivor Street	7	one hour
Commercial Street	43	one hour
Cardiff Road	17	20 minutes
North Street	17	one hour
West Street	3	one hour
<b>Total Available on street parking places</b>	<b>193</b>	

### On Street Taxi Provision

Location	Capacity
Station Street	5
Bridge Street	6
Friars Walk	10
Stow Hill	6

Corn Street	5
Queensway	7
Baneswell Road	6
North Street	5
Upper Dock Street	6
<b>Total Taxi Capacity</b>	<b>56</b>

### On Street Disabled Persons Parking Places (Ranks) Provision

Location	Capacity
Railway Street	5
Station Street	5
<i>Under</i> elevated section of Old Green	13
Skinner Street	4
Upper Dock Street	6
Talbot Lane	11
Ivor Street	4
Hill Street	14
Commercial Street	10
Cardiff Road	<b>2</b>
Fothergill Court	<b>2</b>
Kingsway ( <i>on slip road o/s Dolman Theatre</i> )	<b>3</b>
Baneswell Road	<b>6</b>
<b>Total DPPP (Rank) Capacity</b>	<b>85</b>

#### Notes:

- (1) Valid Blue Badge holders can also wait for up to (3) hours on '*prohibitions*' of waiting e.g. double yellow lines, or solid single yellow lines – so long as an 'obstruction' is not being caused
- (2) Valid Blue Badge holders can also wait indefinitely where others are '*restricted*' to limited waiting
- (3) Valid blue badge holders are NOT permitted to *park* on 'Loading Bays' (*unless a loading 'operation' was being undertaken*), as is the case with *any* other vehicle;
- (4) Valid blue badge holders are NOT permitted to park on a clearway, including a bus stop clearway.
- (5) Valid blue badge holders are NOT permitted to wait on taxi ranks.
- (6) Valid blue badge holders can also wait indefinitely on resident permit parking schemes which are *time limited* for other users

- (7) Valid blue badge holders are permitted to wait for a *maximum period of three hours* on a residents' ONLY permit parking place.

### **Potential Impact of Parking Enforcement - Displacement**

With spare capacity within the existing city centre car parks and enforcement likely to free up limited waiting on street that is currently blocked by over staying, it is anticipated that there is adequate off/on street parking to accommodate current levels of “illegally parked” vehicles. However, there is a commitment to review parking provision post implementation with the intention to increase off street facilities should there be a need.

The city centre areas currently covered by Resident Parking Traffic Orders were set out in the original report.

Resident Parking Zones (RPZ's) are introduced to address peak time commuter parking and assist residents to find a parking space near their home.

Existing Council policies will remain in place to assess and if necessary, address displaced commuter parking in residential areas as a result of the CPE proposal. There are no grounds to review the existing qualification criteria for RPZ's with the implementation of CPE.

### **Question 6 The benefits and the disadvantages to taking on the scheme**

#### **Advantages of the adoption of CPE powers**

- Ensures parking policies are implemented effectively
- Improved compliance will be seen in permitted parking spaces and maximised turnover of available kerb space parking
- Improved traffic flow and management
- Aids accident reduction
- Parking responsive to the public's needs
- Authorities may use any revenue from parking charges and penalty charges to fund enforcement activities
- They can use any surpluses to improve offstreet parking or for certain other transport-related purposes / environmental schemes.
- Encourage the use of available off street parking capacity
- Proposal is in line with Government policies for restraint over the Growth and impact of traffic in urban areas
- Encouragement of the use of public transport and the restraint of commuter-based parking
- Effective deterrent to the growth in traffic/ car ownership in city centre areas.
- Improved local accountability and level of service to residents and others affected by illegal parking.
- Performs well in delivering key Wellbeing objectives for current and future generations

## **Disadvantages of the adoption of CPE powers**

- On the adoption of CPE powers, there is no mechanism to reverse the decision and hand them back to Gwent Police
- The Council will be taking on additional responsibilities and duties that will impact on existing staff resources in the short term.
- Set up costs are significant but reflect mandatory expenditure to comply with the application and business case and will be financed through income from FPN's
- Process of gaining the powers will take 15- 18 months
- With all 5 Gwent Local Authorities undertaking this process, availability of suitable consultancy services and staffing may be of concern
- The issue of physical violence after the start of CPE is also important to consider.