

COMMITTEE: ADMINISTRATION
DATE: 4TH MARCH, 2003
SUBJECT: PARKING SERVICES RESOURCES
REPORT BY: ACTING HEAD OF ENGINEERING AND TRANSPORTATION
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IMPLICATIONS:

LEGAL		COMMUNITY SAFETY
EQUALITIES		ENVIRONMENT
FINANCIAL	YES	CONSULTATIONS
STAFFING	YES	OTHER

WARDS AFFECTED: NONE

PURPOSE

1. To seek an increase in the Parking Services (Parking Engineering) staff complement.

RECOMMENDATION(S)

2. **Administration Committee is recommended to agree to an increase in the Parking Services Parking Engineering compliment by two Assistant Parking Engineering staff at grade L6, the costs to be met from additional income.**

BACKGROUND

3. The management of Traffic Regulation Orders (TRO's) involves the review and management of existing parking restrictions, carrying out the necessary consultations and legal processes for introducing new parking restrictions, the consolidation of TRO's and the contract management of new lines and signing works. Historically there has only been one permanent Assistant Engineer at M1 grade to manage this work and for a number of years assistance has been obtained by employing agency staff. Following a reorganisation of the Engineering and Transportation Division in February 02, responsibility for managing the TRO's was transferred to the Parking Services Unit and this has prompted a review of the resources in this area.

REPORT

4. Following the recent best value review of the Service it is clear that additional resource is required to deal with traffic regulation work. Most of the existing resource is allocated to dealing with committed routine work and there is little time left to tackle the growing number of schemes in the reserve list or to review existing restrictions. As a result there is a backlog of over 250 schemes where requests have been made for new or amended parking restrictions and the list is growing all the time. This has led to a number of complaints from Councillors and members of the public about the lack of progress on parking schemes.
5. Providing additional resource in this area will allow the development of new parking schemes which will provide benefits to local people as well as additional revenue income. The development of new initiatives such as controlling pavement parking and bus lane enforcement will also be prejudiced without additional parking engineering resources.
6. The parking service has succeeded in increasing its net revenue surplus every year since taking over the enforcement of parking restrictions from the police (see table 1) and the enforcement of existing parking restrictions currently brings in an income of approximately £1,250,000 per annum. The increase in net surplus has been achieved through growth from 33 full time employees in the service to 49.5 full time employees. With the benefit of this experience it is expected that the development of new parking initiatives will at least pay for themselves through a combination of new permit, pay and display and penalty charge income as set out in table 2. The effect on revenue surplus of providing additional resource in this area is therefore expected to be at least neutral and it is recommended that the parking service (engineering) complement is increased by a further 2 assistant engineers. The revenue costs of employing an additional 2 parking engineers is £50,600 with expected additional net income of at least £50,600 resulting from increased permit, pay and display and penalty charge income from new initiatives.

Table 1

	98-99 actual	99-00 actual	00-01 actual	01-02 actual
Income	£1,171,245	£1,987,583	£2,269,836	£2,355,607
Expenditure	£1,218,242	£1,633,879	£1,866,118	£1,912,300
Net income (+) or expenditure (-)	-£46,997	+£353,704	+£403,718	+443,307

Note: 01-02 income would have been approximately £130,000 greater but for the opening of Regent Street car park which took away custom from the Councils car parks with no reduction in the Councils costs.

Table 2

	Projected income	Projected costs	Net projected income
Penalty Charges	45,000	25,000	20,000
Permits	7,000	1,000	6,000
Pay and display	45,000	20,000	25,000
			51,000

The recommendation to increase the complement by 2 assistant parking engineers is supported by the Head of Human Resources and the Head of Corporate Finance.

PROPOSAL/OPTION

7. Do nothing. The problems of under resource in the service will not be addressed and the opportunity to progress needed parking schemes and initiatives will be prejudiced as will the opportunity to increase the associated revenue surplus from additional enforcement.

8. Increase complement by 2.0 fte. This will provide sufficient additional resources to reduce the backlog of necessary parking schemes and new initiatives. The revenue implications are assumed to be neutral and the budget income from the service will be increased accordingly.

FINANCIAL IMPLICATIONS

9. The financial implications are addressed in the body of the report.

LIST OF BACKGROUND PAPERS
LOCAL GOVERNMENT ACT 1972, SECTION 100D

There are no background papers relating to this report.