

ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS:

Contribution to the Council's Corporate Priorities/ Objectives	<p>Prosperity</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	<p>The restructuring of tariff bands or the introduction of a new tariff band will require the promotion of a Traffic Regulation Order.</p> <p>The Traffic Regulation Order process enables any interested party to object to the Council's proposals. This process would take a minimum of three months dependent upon any public objections.</p> <p>Certain agencies (e.g. County Council, and police, fire and ambulance services) are automatically consulted as part of the TRO making process.</p> <p>The change of any existing tariff may be progressed by means of a Notice of Variation to which there is no right of public objection.</p>
Legal:	<p>A Traffic Regulation Order is a pre-requisite for the introduction of new or changed tariffs structures.</p>
Financial:	<ul style="list-style-type: none"> • The approximate cost of promoting a Traffic Regulation Order or Notice of Variation is £2,000. • The approximate cost of re-programming pay and display machines is £3,000 • The approximate cost of overlaying tariff boards is £1,000. <p>The overall revenue implications of these proposals are shown in ERPC.</p>
Human Resource:	<p>This process would be incorporated within the 2013/14 Service Plan of the Council's Parking Services team. The work may impact delivery of other projects, particularly vehicle removals and the mobile enforcement vehicle.</p>
Risk Management:	<p>Key risks are described in full ERP.</p> <p>The introduction of new tariffs at new times of the day carries significant risk as there is no precedent on which to make an accurate projection. The space counts</p>

	<p>undertaken are very limited and a snap shot of two periods of time with seasonal variation not known.</p> <p>Assumptions of additional income are made on the basis of the limited information. The income assumes that current behaviour would remain the same in terms of car park use. Use may change when new charges are implemented. Only after up to a year has elapsed will it be possible to ascribe an <i>actual</i> value to the evening charge.</p> <p>Although the proposed revisions are intended to be revenue neutral, the revised charging structure carries a risk of placing the off-street parking places account in deficit, existing parking acts with a lower charge are guaranteed to earn less income, the additional level of income from a new charge is not known.</p>
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