

ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS:

Contribution to the Council's Corporate Priorities/ Objectives	Place – Safe and Clean This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.
Consultation:	<ul style="list-style-type: none">• Resident consultation has established an apparent mandate for the introduction of some form of footway and grassed verge parking ban.• Any proposal to implement a permanent footway and grassed verge parking ban at the end of the proposed trial would require the promotion of permanent Traffic Regulation Orders, which would incorporate an act of consultation.• Ward Members will be given a prominent role in identifying initial candidates for the implementation of a ban.
Legal:	Successful promotion of a Traffic Regulation Order is a pre-requisite to the implementation of an enforceable footway and grassed verge parking ban.
Financial:	<p>The capital and revenue costs of implementing a footway and grassed verge parking ban would depend on the areas to be covered.</p> <p>Assuming two locations in each of the 30 wards in East Herts were identified as suited to a targeted ban and assuming this could be achieved through the promotion of four separate Traffic Regulation Orders (one each for Bishop's Stortford, Hertford, Ware and 'rural'), the likely capital cost might be as follows:</p> <ul style="list-style-type: none">• Initial surveys (consultant) £12k• Traffic Regulation Orders £6k• Signage £48k (based on four signs in each of the sixty locations) <p>TOTAL CAPITAL COST £66k</p> <p>The likely annual revenue cost of operating a ban of this magnitude might be as follows:</p> <ul style="list-style-type: none">• Two additional Civil Enforcement Officers £55k

(FTE)

- Additional Vehicle £7k
- Additional signs and lines maintenance responsibilities £5k

TOTAL REVENUE COST (ANNUAL) £67k

The necessary capital and revenue bids would be made as part of the 2017/18 service planning process.

Possible revenue based on 52 enforceable Penalty Charge Notices issued per annum in each of the 60 locations might be in the region of £85k per annum, however the number of Penalty Charge Notices issued would be likely to reduce as compliance improved. A more realistic expectation over the longer term would be that revenue from penalty charges would be likely to cover the additional revenue costs identified above.

Following the conclusion of the trial, should the Council elect to implement and manage footway and grassed verge parking controls on a permanent basis, it might be cost-effective to employ a TRO officer at a cost of approx. £32k per annum rather than enlisting the assistance of consultants on each occasion. Such an appointment would engender savings in other areas such as the promotion of on-street resident permit parking zones Orders and off-street parking places Orders. It would also assist the Council to fulfil its obligation to the Highway Authority to inspect and maintain existing signs and lines – an obligation that would increase significantly should footway and grassed verge parking controls be implemented.

It would be necessary to secure additional capital and revenue growth during the 2018/19 service planning cycle should the Council wish to embark on a programme to implement permanent footway and grassed verge parking controls.

Human Resource:	<p>Officers recommend that, especially if footway and grassed verge parking bans were introduced in rural areas, two additional Civil Enforcement Officers would have to be recruited to ensure adequate coverage.</p> <p>Processing the additional Penalty Charge Notices issued might require the recruitment of another Notice Processing Officer in the Council's Parking Service to ensure statutory and local service standards are maintained; however this is not proposed for the duration of the trial, during which period the effect on the 'back office' would be monitored.</p>
Risk Management:	<p>Active enforcement against footway and grassed verge parking might place additional strain on the Council's off-street car parks and might lead to displaced motorists parking in a similarly illegal fashion elsewhere.</p>
Health and wellbeing – issues and impacts:	<p>Fewer vehicles parking on footways and grassed verges should enhance the appearance of the area and ensure improved access/mobility for pedestrians and others.</p>