



Leicester  
City Council

## MINUTE EXTRACT

Minutes of the Special Meeting of the  
LEISURE AND ENVIRONMENT SCRUTINY COMMITTEE  
(HIGHWAYS AND TRANSPORTATION STREAM)

Held: WEDNESDAY, 11 MAY 2005 at 5.30pm

P R E S E N T :

Councillor Thompson – Chair  
Councillor Panchbhaya – Liberal Democrat Spokesperson  
Councillor Hall – Labour Spokesperson

Councillor Allen                      Councillor Tessier  
Councillor Wann  
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### **83. IMPLEMENTATION OF DECRIMINALISED PARKING ENFORCEMENT**

The Service Director, Highways and Transportation, submitted a report which considered submitting an application for Decriminalised Parking Enforcement (DPE) powers to the Secretary of State in order to enable the Council to take over responsibility from the Police Traffic Warden Service for enforcement of all the parking restrictions in Leicester. The report also considered entering into a prudential borrowing arrangement to enable money to be made available to fund the appointment of a specialist parking consultant to assist with implementing DPE.

Officers reported that there had been the following amendments to the report since the papers for this meeting were dispatched:

- o The report no longer needed to be considered by full Council;
- o There were two further recommendations to Cabinet:
  - i) agree to proceed with DPE on the basis of applying the maximum permissible level of penalty charge notice, presently set at £60 (reducing to £30 if paid within 14 days);
  - ii) agree that a further report on the detailed proposals for the introduction of residents parking schemes be brought to Cabinet in due course.

It was also stated that it was being recommended that the Service Director, Legal Services, be given authority to enter into any contracts for the management of DPE.

Members were reminded that the relevant Committee had recommended adopting DPE in 1997, at which time the Government was not pushing for local authorities to take on this responsibility. However, since that time police

enforcement of parking restrictions had become less fervent, and the Government was now recommending that local authorities take on this power.

It was stated that the Department was revising Traffic Regulation Orders in the city, and hoped to have completed about 95% of them by the time DPE was introduced in 2007, with the remaining areas following shortly after.

Officers explained that the Council could afford to borrow £735,000 to cover expected spends on the set-up costs and initial expenses over the 3 years from 2005/06. A feasibility study showed that this loan could then be repaid with the income from parking fines, and that overall there may eventually be a surplus. It was also noted that the figures contained in the report were drawn up by specialist consultants who had helped many other authorities to introduce DPE. In response to a concern that the figures were optimistic, officers explained that they were perhaps on the cautious side with regard to income and the speed of introduction, and that the actual situation was likely to be better.

A Member felt that motorists were already taxed a lot and that they should not be subject to additional charges. He was also concerned that the taxpayer may end up footing the bill for the implementation of DPE.

It was reported that the majority of the current traffic wardens would be redeployed to Community Support Officer posts over the next year, but that in cases of those who had not been redeployed, there may be an obligation for the parking contractor (whether it be the Council or a private contractor) to employ them under Transfer Undertaking Protection of Employees (TUPE).

A Member drew attention to a project in 1998 where Traffic Wardens were supplied with Police radios to report traffic issues and crime. He suggested that if the same practice was to continue, the authority should charge the police for the service.

Concern was expressed that the police would still be responsible for parking enforcement until 2007, and ways to ensure that parking restrictions continued to be enforced during this time were queried. In response, the Service Director informed Members that he had had a recent meeting with the Police where he had raised these concerns. The Police had informed the Service Director that four priorities for Community Support Officers, including parking enforcement, had been produced. Officers would monitor progress to ensure parking issues were being dealt with appropriately.

With regard to residents' parking schemes, a Member reminded the Committee that consultation with residents had taken place in 2 areas, and showed that the scheme was not supported due to the cost to users. In response it was stated that as part of a future report to Cabinet the details would be considered, including lower charges to users of residents' parking schemes.

**RESOLVED:**

That Cabinet be asked to take the above comments into consideration.



