

**NORTH LINCOLNSHIRE COUNCIL**

**HIGHWAYS AND PLANNING  
CABINET MEMBER**

**DECRIMINALISATION (CIVIL PARKING ENFORCEMENT)  
RE-AFFIRMATION OF COUNCIL COMMITMENT TO ADOPT CPE POWERS**

**1. OBJECT AND KEY POINTS IN THIS REPORT**

- 1.1 To seek Cabinet Member reaffirmation of North Lincolnshire Council's commitment to apply for a Designation Order to create a Civil Enforcement Area and a Special Enforcement Area covering the whole of North Lincolnshire, enabling the council to adopt Civil Parking Enforcement (CPE) powers.

**2. BACKGROUND INFORMATION**

- 2.1 In July 2006, the then Cabinet considered a report (Min 580 refers), which gave approval for proposals for the Decriminalisation of Parking Enforcement (herein after to be referred to as Civil Parking Enforcement or CPE) in North Lincolnshire to be progressed. The effect of CPE will be to make the council responsible for the enforcement of parking both on and off street, whereas at present the council only enforces its off street pay and display and pay on foot car parks. Under the proposals the council will take over on street enforcement of non-endorsable offences from Humberside Police.
- 2.2 Preparations for the adoption of CPE in North Lincolnshire are progressing and, as part of that process, the council has to submit a formal application to the Department for Transport (DfT). As part of that application, the council needs to confirm its commitment to adopting CPE powers.
- 2.3 The report referred to in paragraph 2.1 confirmed that commitment in 2006, but under a different administration. The current administration has fully supported continuation of the process, but in order to avoid any potential problems with obtaining DfT approvals, it is felt prudent to formally record that continuing commitment.

### **3. OPTIONS FOR CONSIDERATION**

- 3.1 The Cabinet Member has two options; to re-affirm council commitment to the process, or not.

### **4. ANALYSIS OF OPTIONS**

- 4.1 Re-affirming council commitment should ensure that there are no problems with this particular element of the council's application to the DfT.
- 4.2 Not re-affirming council commitment may potentially cause delays with processing the application.

### **5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1 There are no immediate financial, staffing, property or IT implications to this report. However, if there were any significant delays in obtaining DfT approval of the council's application, it could have financial consequences, depending on the position with staff recruitment.

### **6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)**

- 6.1 The purpose of this report is to minimise the risk of any problems with obtaining DfT approval of the council's application.
- 6.2 There are potential environmental benefits to managing on-street parking effectively. As well as dealing with contraventions, the presence of Civil Enforcement Officers (CEO's) should discourage illegal and inappropriate parking, some of which adversely impacts on the efficient movement of traffic around the network and can lead to congestion and, consequently, increased fuel use and increased exhaust fume emissions.
- 6.3 A Stage 1 Diversity Impact Assessment has been carried out and is available for inspection in the Safer Roads Team.

### **7. OUTCOMES OF CONSULTATION**

- 7.1 Consultation has been carried out with a range of stakeholders, including adjacent highway authorities, the Highways Agency and Humberside Police. This process will be continued, particularly extending to local residents and businesses, to advise of the new arrangements, in the immediate run-up to implementation.
- 7.2 Illegal parking can adversely affect local businesses and residential areas, especially close to town centres and other centres of employment (e.g. hospitals). Businesses often rely on a regular

turnover of vehicles in limited period parking areas. A number of town centre businesses have expressed a desire to see increased levels of enforcement and the council receives regular complaints about problems caused by illegal parking in residential areas.

## 8. RECOMMENDATIONS

- 8.1 The Cabinet Member re-affirms North Lincolnshire Council's commitment to apply for a Designation Order to create a Civil Enforcement Area and a Special Enforcement Area covering the whole of North Lincolnshire, enabling the council to adopt Civil Parking Enforcement powers.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

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### **Background Papers used in the preparation of this report:**

North Lincolnshire Council Cabinet report, "Proposals for the Decriminalisation of Parking Enforcement in North Lincolnshire", dated 20 July 2006 (Minute 580) refers.

"Operational Guidance to Local Authorities: Parking Policy and Enforcement – Traffic Management Act 2004", published by TSO (for the DfT) 25 March 2008.