

ASSEMBLY

5 December 2012

Title: Response to Petition - Ripple Primary School Teacher CPZ exemption	
Report of: Divisional Director of Environmental Services	
Open	For Decision
Wards Affected: Eastbury	Key Decision: Yes
Report Author: Sharon Harrington Parking Manager	Contact Details: Tel: 020 8215 3005 E-mail: Sharon.harrington@lbbd.gov.uk
Accountable Divisional Director:	Robin Payne Divisional Director of Environmental Services
Accountable Director:	Darren Henaghan Corporate Director of Housing and Environment
Summary: The Council has received a petition containing over 100 signatures from separate addresses in the borough, requesting that the Council give exemptions for teachers to be able to park within Controlled Parking Zones (CPZ). The petition asks London Borough of Barking and Dagenham Council to: “Stop the parking fines been implemented to our Teachers cars in a Control Parking Zone namely Surrey Road and Suffolk Road, Barking, Essex” In accordance with the Council’s procedures for petitions the lead petitioner, Mr Terence Harding, has been invited to the meeting of the Assembly to present the petition.	
Recommendation(s) The Assembly is recommended to agree, for the reasons set out in this report, that it is unable to support the petition.	
Reason(s) Under the Council’s Petition Scheme as set out on the Council’s website, petitioners are entitled to a debate at full Assembly if the petition has the support of 100 or more signatures. As this petition exceeds that threshold it has triggered the requirement for a debate at Assembly.	

1. Introduction and Background

- 1.1. When consulting on a CPZ the Council carefully considers all the responses it receives. However the views of those within the proposed CPZ are our primary concern. In the case of the area surrounding Ripple Primary School a CPZ was introduced on 1 August 2012 due to the parking congestion that was being experienced by the residents with over 59% of residents requesting for implementation.
- 1.2. CPZs are usually supported by residents who are experiencing difficulty finding a parking space near their own homes; which can be caused by many different reasons.
- 1.3. Currently residents are being asked to pay on average £50.47 for a permit to allow them to park within a CPZ and to therefore give exemptions to other vehicle users could be seen as discriminatory against residents.

2. Proposal and Issues

- 2.1 On review of this petition a proposal is being considered for the 2013/14 fees and charges to introduce a chargeable permit for teachers who work but do not live within the same CPZ area.
- 2.2 Applications for this permit would need to be submitted via the Head Teacher to ensure the criterion was met and avoid any fraudulent activity.

3. Financial Implications

Implications completed by: Jahangir Mannan Group Accountant
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- 3.1 There is currently an income budget of £6.074m within parking services to be recovered from issuing of enforcement notices, car park charges and the issue of permits. The actual income from permits in 2011/12 amounted to £397,033, and the estimated income for 2012/13 is £587,803. Approximately 57% of this (£346k) relates to residential permits, 22% relating to visitor's permits, with the remainder a mixture of business and other permits
- 3.2 The above budget includes a savings target of £70k for 2012/13 to be generated through the implementation of the new emission based charges. In 2011/12 a savings target of £1.040m was approved for additional parking income with approximately £686k attributable to CPZs of which £486k was not achieved.
- 3.3 The new permit charging regime and corresponding fees for 2012/13 were approved by Cabinet February 2012 as part of the Fees & Charges report.
- 3.4 The average cost of issuing a permit is £9.67, although the cost of Residential Permits is higher at £14.33 due to the greater printing cost involved with the paper

quality. The annual cost currently amounts to £201,121 for all permits, which includes £97,439 for residential permits only.

- 3.5 However, there are significant costs associated with implementing a CPZ (e.g. resident consultation, signs and white lines) which are not included in the costs above. It is estimated that the cost of implementation for Sutton Road is approximately £10k.
- 3.6 The exact take up of residential permits within a CPZ area is difficult to forecast, however, based on some recent samples, an indicative estimate of 40% is assumed. This would leave about 60% of the available CPZ area as available space for Teacher's parking permits. There are no set charges at present for Teachers permits so difficult to predict exact take up. However, any income generated would contribute to the above target.

4. Legal Implications

Implications completed by: Paul Feild Senior Lawyer
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- 4.1 Controlled Parking Zones are operated under powers given in the Road Traffic Regulation Act 1984 (the Act). There are minimum requirements for consultation and publication before making an order which is set out in the Road Traffic Regulation Act 1984 and in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.2 The making of charges for the zones is regulated by the Act so as to ensure the operational cost of the scheme is self-financing and where there is a deficit to the general fund as a result of operation the income should be so applied to prescribed expenditure such as parking provision, public passenger services, road improvement and maintenance, London transport strategy and environmental improvements.
- 4.3 The introduction of a chargeable permit scheme for essential users would be possible with the CPZ parking regime provided that the fiscal impact was compliant with the self-financing principle. Clearly the issuing of the permits would need to be proportionate to the availability of the parking for resident holders of permits and it maybe that the permits would be site specific. These issues can be addressed in the viability assessment for the potential chargeable permits proposals for 2013/14 if it is decided to move them forward.

5 Other Implications

- **Risk Management:** The risk in accepting this petition and allowing teachers to have exemptions for paying for parking would be to the residents who have agreed for this scheme to be implemented and are paying for this service.

- **Contractual Issues:** The fees & charges policy is reviewed on an annual basis and agreed at cabinet for implementation on the 1st April each year. The proposal for a teacher's permit to be implemented will form part of this policy.
- **Customer Impact:** When implementing a CPZ we have to be mindful of the impact on all users of the area; for example doctors surgeries, schools, health/community centres etc. and these will all form part of the business case on any new CPZ that is to be introduced in the future.

Background Papers Used in the Preparation of the Report:

- Consultation responses