

Committee(s) Resources Allocation Sub Committee	Dated: 16 March 2017
Subject: Congestion Mitigation through Additional Enforcement Resources – Delegated Authority Request	Public
Report of: The Director of the Built Environment	For Decision
Report author: Ian Hughes, Assistant Director (Highways)	

Summary

Concerns about congestion in the City have led Members and officers to seek a range of measures to tackle this issue as a high corporate priority.

Some of these mitigation measures inevitably take time to implement, but in the short term, additional resources from the City's parking enforcement contractor could be focused on hot spots where congestion is caused by waiting / loading contraventions.

This report seeks Members' agreement to delegate to the Town Clerk, in consultation with Chairmen and Deputy Chairmen, the decision to allocate additional funding to the Department of the Built Environment (DBE) for this purpose. This will allow these resources to be recruited and deployed as a matter of urgency during the upcoming Committee recess.

Recommendation

- That the decision to adjust DBE's local risk budget by around £200k to fund additional enforcement resources, focused on congestion, is delegated to the Town Clerk in consultation with the Chairmen & Deputy Chairmen.

Main Report

1. The perception and impact of congestion on the City's streets has risen considerably in recent months, culminating in a report to the Streets & Walkways, Policy & Resources and Planning & Transportation Committees last November that set out possible options to be explored to help alleviate the problem.
2. Feedback from those Committees recommended that tackling congestion and its causes should be a high corporate priority, and that officers' thinking shouldn't necessarily be constrained by resources.
3. Many of the potential actions noted in that report were, by necessity, longer term considerations that may require behavior change or the active participation of Transport for London. However, one action solely within the remit of the City Corporation that could deliver short-term benefits was the deployment of additional resources by Indigo, the City's parking enforcement contractor.

4. Congestion can be caused by vehicles waiting and loading in places that create disruption to traffic flow, often in contravention of the City's Controlled Parking Zone regulations. However, two years ago, Government narrowed the ability of local authorities to use CCTV to enforce such contraventions.
5. That change has reduced Indigo's effectiveness in dealing with this issue, and means that drawing in additional on-foot Civil Enforcement Officers (CEOs) is the only way to immediately enable Indigo to focus on this issue without compromising their existing parking enforcement coverage.
6. It is therefore proposed to supplement Indigo's resources by up to an additional seven on-foot CEOs at a cost of around £200k pa. This will enable Indigo to deploy CEOs to cover specific congestion hotspot areas where the cause is thought to be vehicles waiting and/or loading in contravention of the regulations, and where their greater presence can have a more visible deterrent effect.
7. Indigo's funding is met from DBE's local risk budget, but any net balance of parking income over and above those costs accrue to the central risk On-Street Parking Account.
8. Given the immediate level of concern on this issue, and the time needed to recruit, train and deploy this resource, urgency approval under delegated powers is sought from your Committee to deliver this step change in congestion-focused enforcement as soon as possible. Waiting until your next Committee meeting on 4 May would mean this measure would not reach the City's streets until well into the autumn.
9. Therefore, urgency approval is sought to adjust DBE's local risk budget by around £200k to fund these additional resources for Indigo. Subsequent reviews will consider the effectiveness of this measure, and take into account any additional parking income that may help offset this adjustment.

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