

Lincolnshire County Council Civil Parking Enforcement Report 2013 to 2014



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Introduction

Lincolnshire adopted Civil Parking Enforcement (CPE) in December 2012, when the powers to enforce nearly all parking and waiting restrictions were handed over from the Police to the County Council.

As the new Enforcement Authority, the Council became responsible for the enforcement of contraventions and the handling of appeals; both areas are legislated by the Traffic Management Act 2004 and Statutory Guidance from the Secretary of State for Transport.

The powers to enforce on-street lay with the County Council; powers were delegated to the District and City Councils to enforce their off-street car parks.

This report is part of the responsibilities that Lincolnshire County Council has as the Enforcement Authority for parking and waiting restrictions. It will detail the statistics for the period 1 April 2013 to 31 March 2014 along with explanations of how and why enforcement is carried out.

The report includes examples of the changes that have been made to some restrictions as a result of enforcement becoming a more regular occurrence on our roads and the introduction of a public portal to view parking restrictions.

District Councils and the City of Lincoln Council are responsible for producing annual reports relating to off – street parking.

Why are parking restrictions enforced?

Parking and waiting restrictions serve a variety of purposes, ranging from road safety through to allowing loading and unloading. The restrictions are designed and implemented by the County Council's Highways Divisions, with the Traffic Orders Team ensuring that the legal underpinnings are in place to show that an Order exists.

The restrictions enable improved traffic flows, lower congestion and allow the public and businesses to gain access to services, businesses and retail areas.

Most drivers take parking restrictions into consideration when going about their day to day business and lives, however, on occasion some drivers decide to flout the restrictions or take a chance that they will not be caught out.

Without enforcement of the restrictions by the Civil Enforcement Officers, human nature would lead others to follow the example of those who ignore the restrictions. Thus the restrictions would be useless, negating the reason for designing and implementing them and leading to confusion, and the inability for the public to access important areas.

An example would be an area of limited waiting bays that allowed parking for 1 hour but no return to the bays for 2 hours. The bays have been requested by the owners of a row of small shops to help encourage visitors and to stop all day "commuter" parking.

If the restriction was implemented without enforcement it would soon become worthless as the original problem, all day commuter parking, could swiftly return. Enforcement of the restrictions helps to ensure compliance, allowing shoppers to visit the businesses and helping to keep the area vibrant.

Enforcement is a vital part of keeping the roads safe, traffic moving and allowing fair access for all to amenities, shops and services.

How do we enforce parking restrictions in such a large county?


In November 2012 the contract for on-street enforcement was awarded to APCOA Ltd. The structure of the enforcement workforce is 1 manager, 4 supervisors and 25 CEO's.

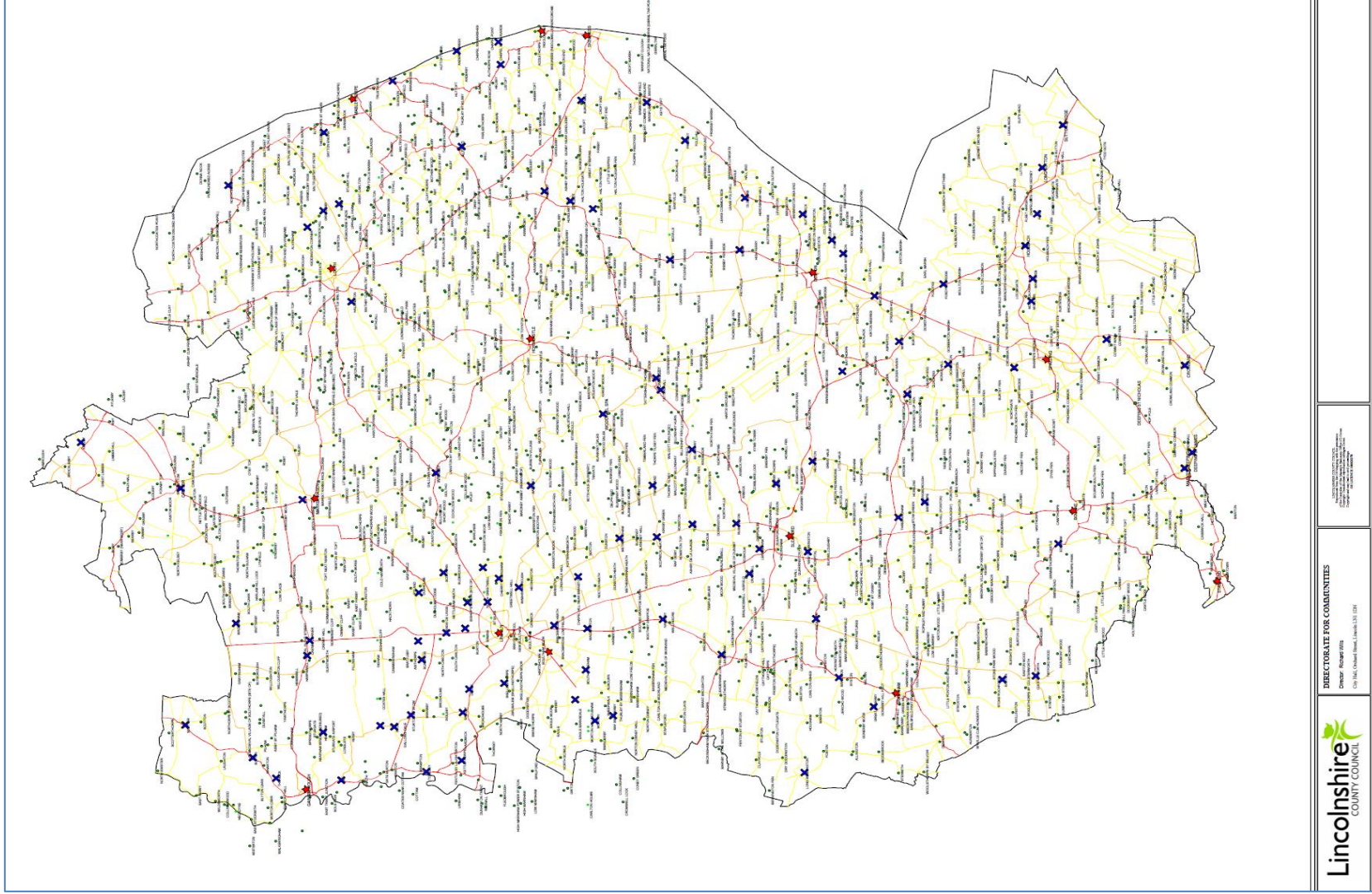
Lincolnshire has 9000km of road network within an area of 5921km² making our enforcement area amongst the largest in the country.

To cover this area with such a small team requires a proactive approach to patrol requirements, customer requests and the efficient use of transport.

For the purposes of enforcement, the County is split into 3 categories, A, B and C. Category A covers town and city centres, along with other high traffic density routes and locations. These locations are patrolled daily. Category B areas are for smaller towns and are patrolled twice a week, depending on resources. Category C areas are all other areas, subject to parking restrictions, not covered by category A or B and are patrolled fortnightly.

CEO's are allocated to a patrol location to meet the councils requirements, however category C areas are also patrolled using cars and scooters. These routes are planned so that the most efficient use of the CEO's time is made, along with lower transport and fuel costs.

The following map shows the locations in the county that have parking and waiting restrictions. The red stars  mark the category A locations and the blue **X** marks a location with one or more parking restrictions in a category B or C location:



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Enforcement routes are planned to ensure that category C locations are covered when transiting between category A and B locations. For town and city locations the areas are further sub-divided to make the route manageable for foot patrol, although scooters are used to move from one area to another or in more widespread areas, such as resident parking schemes.

What are the benefits of enforcing restrictions?

Parking and waiting restrictions are used to help regulate traffic flow, assist access, increase road safety and contribute to reduced traffic congestion. Uncontrolled parking can cause some serious problems by reducing road safety, denying access for visitors, delaying journey times and adding to air pollution.

It's not just about enforcement though, the CEO's are also seen as a point of contact, advising visitors on where to park, finding amenities and general information about the area.

Regular enforcement has also helped to highlight issues with parking schemes that are not apparent, helping to focus on unintended consequences. Parking schemes in Lincoln, Boston and Grantham have been changed as the effect of enforcement becomes clear.

Examples:

The Bailgate area in Lincoln has an area of limited waiting parking, allowing a maximum stay for 30 minutes. With effective enforcement the availability of parking bays increased as all day parking ceased but it was soon realised that 30 minutes was not long enough for visitors to explore the area or visit the local businesses and attractions. Consultation with local businesses, the Highways Division and Parking Services led to an extension of the limited waiting to 1 hour, helping to keep the area vibrant and popular and keeping the balance for availability of short stay parking.

In Grantham the Marketplace and Westgate are covered by a restricted parking zone. Regular enforcement of the restrictions highlighted some issues for visitors and the small businesses, especially around access, loading and unloading and the taxi stands.

Working with our colleagues in the Highways Division and the Police the restrictions were reviewed and the scheme amended to help ease the issues that had been identified. At the time of this report the new traffic regulation order has been advertised and the amended scheme should be implemented by mid-summer 2014.

On line - Parking and Waiting Restrictions

All the on-street parking and waiting restrictions throughout Lincolnshire are mapped based; the restrictions are overlaid onto the map of the County's road network. We have used this information to provide the public easy access to all the on-street orders to help them check for restrictions before going to a location or to check for parking and waiting restrictions during the journey. An example of the information can be seen below:



You can access the online traffic orders facility at <http://www.lincolnshiretraffweb.co.uk/>

Our hope is that the information will help drivers to find appropriate parking prior to their arrival and reduce journey times. This would benefit all residents and visitors, helping to reduce congestion, increase traffic flow and assist drivers to avoid parking in contravention of the rules.

Statistics and the Parking Account

The council publishes a monthly breakdown of penalty charge notices issued, appeals received and challenges accepted on its website [here](#).

The figures below reflect the penalty charges issued at each level, the number challenged and accepted, reasons for cancellation and the revenue from penalty charges for on-street contraventions:

Penalty charges are issued for contraventions of the parking restrictions. Under government legislation different types of contraventions are classed as higher (£70) or lower (£50) levels. The level is dependent on the seriousness of the contravention. If paid within 14 days, the penalty charge is reduced by 50%.

PCN's Issued	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Totals
Higher Level	2155	1722	1320	1612	1460	1975	1715	2053	2118	1722	1723	1657	21232
Lower Level	1293	1223	838	912	736	992	936	1071	1009	1049	1019	948	12026
Total	3448	2945	2158	2524	2196	2967	2651	3124	3127	2771	2742	2605	33258
Paid PCNs - Total													
Paid PCNs - Total	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Totals
Lower - Discounted - £25	935	914	637	660	522	668	649	651	715	729	662	650	8392
Higher - Discounted - £35	1508	1266	956	1165	1007	1228	1251	1298	1377	1246	1183	1145	14630

Lower - Full - £50	88	119	90	89	98	61	89	92	82	110	80	110	1108
Higher - Full - £70	187	167	131	127	128	102	152	140	136	222	137	174	1803
Lower plus CC £75	19	25	21	30	17	12	14	24	11	16	21	16	226
Lower plus legal £82	0	0	0	5	31	34	35	33	26	40	24	35	263
Higher plus CC £105	46	41	48	34	26	20	29	38	30	33	37	26	408
Higher plus Legal £112	0	0	0	11	76	46	86	86	63	56	38	57	519
Total	2783	2532	1883	2121	1905	2171	2305	2362	2440	2452	2182	2213	27349
Paid PCNs - Value													
	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Totals
Lower - Discounted - £25	£23,375	£22,850	£15,925	£16,500	£13,050	£16,700	£16,225	£16,275	£17,875	£18,225	£16,550	£16,250	£209,800
Higher - Discounted - £35	£52,780	£44,310	£33,460	£40,775	£35,245	£42,980	£43,785	£45,430	£48,195	£43,610	£41,405	£40,075	£512,050
Lower - Full - £50	£4,400	£5,950	£4,500	£4,450	£4,900	£3,050	£4,450	£4,600	£4,100	£5,500	£4,000	£5,500	£55,400
Higher - Full - £70	£13,090	£11,690	£9,170	£8,890	£8,960	£7,140	£10,640	£9,800	£9,520	£15,540	£9,590	£12,180	£126,210
Lower plus CC £75	£1,425	£1,875	£1,575	£2,250	£1,275	£900	£1,050	£1,800	£825	£1,200	£1,575	£1,200	£16,950
Lower plus legal £82	£0	£0	£0	£410	£2,542	£2,788	£2,870	£2,706	£2,132	£3,280	£1,968	£2,870	£21,566
Higher plus CC £105	£4,830	£4,305	£5,040	£3,570	£2,730	£2,100	£3,045	£3,990	£3,150	£3,465	£3,885	£2,730	£42,840
Higher plus Legal £112	£0	£0	£0	£1,232	£8,512	£5,152	£9,632	£9,632	£7,056	£6,272	£4,256	£6,384	£58,128
Total	£99,900	£90,980	£69,670	£78,077	£77,214	£80,810	£91,697	£94,233	£92,853	£97,092	£83,229	£87,189	£1,042,944
Challenges													
	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Totals
Reviewed	555	558	559	568	440	561	567	657	382	793	498	395	6533
Granted	185	153	148	195	105	167	157	197	122	266	139	116	1950
Percentage granted	33.33%	27.42%	26.48%	34.33%	23.86%	29.77%	27.69%	29.98%	31.94%	33.54%	27.91%	29.37%	29.85%

Cancelled for other reason	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Totals
Admin Error	0	0	0	0	0	0	1	0	0	0	3	3	7
Foreign Vehicle	0	0	0	1	0	0	0	1	0	0	0	1	3
General reason	25	8	7	9	14	20	14	11	12	10	7	4	141
No Trace	0	6	1	0	55	13	2	2	2	2	0	3	86
Not Enforceable	0	0	0	0	1	0	1	0	0	0	0	0	2
PA Error	12	11	12	20	12	22	10	22	7	11	20	24	183
PCN not issued	25	25	19	17	15	26	22	22	30	17	12	7	237
Test Notice	0	0	2	13	3	21	3	7	3	0	0	1	53
Bankrupt	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	62	50	41	60	100	103	53	65	54	40	42	43	713
Immobilisation													
	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Totals
Vehicles Immobilised	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Removed	0	0	0	0	0	0	0	0	0	0	0	0	0

Annual Account

The following account is for Lincolnshire County Council from 1st April 2013 to 31 March 2014 for on-street parking enforcement and the costs of running the service.

<u>Income</u>	
Penalty Charges	£1,042,000
District Council Operational Costs	£20,000
Total	£1,062,000
<u>Costs</u>	
Enforcement Contract	£544,000
Notice Processing Contract	£197,000
Council costs	£165,000
Total	£906,000
<u>Surplus</u>	£156,000

In line with the Traffic Management Act 2004, any surplus arising from on-street parking and enforcement is ring-fenced and can only be used for the provision of the enforcement service, supplying or making good parking facilities, transport projects, environmental projects or if the council feels that none of these are required, the funds can be set aside against potential losses for up to 5 years.

Excess income is currently helping to fund changes to parking restrictions, such as Westgate and the Marketplace in Grantham as well as ensuring other schemes throughout the county are correctly lined and signed.

Lincolnshire County Council receives no income for on-street parking, preferring to provide free limited waiting parking in town centres, helping to support local businesses and services by encouraging more visitors.