

14 November 2016

Report of the Director of Strategic Partnerships,
Planning and Streetpride

PARKING ENFORCEMENT AND PENALTY CHARGE INCOME

SUMMARY

- 1.1 Members of the Integrating Communities Overview and Scrutiny Board have asked for information about income from parking enforcement activities and clarification about where and when enforcement takes place. This report guides members to the information readily available on the Council's website and seeks to clarify the link between income generation and the requirement for surpluses to be directed towards highway and transport priorities.
- 1.2 Members also asked how money from fine income is spent. The report explains the legal requirements the Council must take into account in dealing with surplus income generated from parking activities and also explains in broad terms how the Council's budget setting process accounts for fine income.

RECOMMENDATION

- 2.1 To note the contents of the report.

REASONS FOR RECOMMENDATION

- 3.1 To ensure that Board are aware of the information already published and frequently updated in respect of parking enforcement activities and to provide an explanation of how parking income is managed and accounted for.

SUPPORTING INFORMATION

- 4.1 Local people frequently express concerns about inconsiderate/unsafe parking and abuse of existing restrictions. There are a great many restrictions already in place across the city which help our roads function efficiently and effectively and we regularly introduce new measures in direct response to requests we receive. Having introduced formal restrictions it is reasonable to expect the Council to undertake sufficient enforcement to ensure that these restrictions are complied with.

- 4.2 The primary purpose of all enforcement is to seek to change behaviour and to raise awareness of the need to comply with restrictions. Enforcement of parking restrictions, bus lanes, bus stops and zigzag markings is often the only mechanism by which the Council can effectively encourage considerate driver behaviour. The use of enforcement is never a first option and the provision of appropriate road signs, warning information, publicity and even face to face guidance issued by Civil Enforcement staff will be relied upon in the first instance but sometimes have limited impact. Enforcement and the issue of penalties is a powerful tool and has an impact that is often far more effective and long lasting than other actions. The vast majority of motorists who receive a penalty charge correct their behaviour although a small minority do receive multiple penalties.
- 4.3 Parking enforcement is often a contentious matter and officers engaged in managing and delivering effective enforcement work hard to ensure that the Council's actions are fair, reasonable and transparent. In recent years we have introduced CCTV enforcement initially focused on school keep clear markings and more recently expanded to cover bus lanes and bus stops. We have widely published information about where CCTV enforcement is undertaken and why.
- 4.4 All enforcement activity undertaken by the Parking Services team must accord with government regulations and directions including CCTV enforcement. These regulations are intended to ensure that motorists can expect a consistent standard of enforcement across the whole country. A key element of our enforcement strategy includes the provision of an independent adjudication service which allows anyone who believes that they have been treated unfairly to raise their concerns with independent legal experts. This service acts as a reassuring check and balance process to provide us with confidence that we are and continue to act appropriately in respect of enforcement.
- 4.5 To ensure that our enforcement actions are transparent we maintain an area of the Council's website dedicated to providing parking information, guidance, statistics and answers to frequently asked questions. We publish an annual report which summarises all parking activities.
- 4.6 The introduction of CCTV enforcement including the enforcement of bus lanes has seen the number of penalty charge notices issued rise markedly. CCTV enforcement operates 24 hours per day every day. In June 2016 there were 2095 penalty charge notices issued for vehicles contravening bus lanes. This is an average of 70 contraventions per day. It is expected that the level of penalties issued will fall to a much lower level as motorists become increasingly aware that enforcement is taking place.
- 4.7 All authorities who operate decriminalised parking enforcement are required to report annual surpluses derived from parking activities. These figures are often widely reported in the press. The government require all such surpluses to be reinvested locally to support highway and transport services.

- 4.8 The Council's annual budget setting process establishes an expenditure and income budget for Parking Service to operate to. The budget for Parking Services includes an expenditure budget for things like staff costs, building maintenance, rates and other things necessary to support the delivery of the service. Alongside expenditure the service predicts income both from parking charges and from penalty charges. The budget for 2016/17 includes income of £2.75million from parking fees and £1.5million from penalty charges.
- 4.9 Whilst the primary purpose of parking enforcement is to promote lawful, safe and considerate motoring, the Council anticipates a level of income net of expenditure based on factors including how much we have collected in previous years. This anticipated income is included in the Council's budget for highways and transport activities and contributes to the cost of our published work programme. Some years the Council earns more income than we expected, but whatever the level of income the monies collected are spent on highways and transportation. The Council always spends much more money on highways and transportation than it receives as a result of parking charges and income from penalties
- 4.6 The Council's use of CCTV enforcement is restricted and must comply with standards set down by the Department of Transport. Following the introduction of revised legislation in March 2015, it is now only possible to use CCTV for the enforcement of school zigzag markings, bus stops and bus lanes. The Council now has a number of CCTV cameras available for use across the city and also a mobile vehicle mounted camera. The mobile camera is capable of being deployed at almost any location although its main use is enforcement of school keep clear markings and this remains a priority. Other enforcement cameras are capable of being relocated and where compliance in a particular location improves it is likely that the camera will then be deployed elsewhere. Where cameras are relocated the Council's own enforcement policy requires that the new locations are publicised in advance and that for an initial period warning notices are issued to any offending driver.

OTHER OPTIONS CONSIDERED

- 5.1 None

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	n/a n/a n/a Tim Clegg, Director of Strategic Partnerships, Planning and Streetpride
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List of appendices:	Appendix 1 – Implications
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IMPLICATIONS

Financial and Value for Money

1.1 None

Legal

2.1 None

Personnel

3.1 None

IT

4.1 None

Equalities Impact

5.1 None

Health and Safety

6.1 None

Environmental Sustainability

7.1 None

Property and Asset Management

8.1 None

Risk Management and Safeguarding

9.1 None

Corporate objectives and priorities for change

None