



Derby City Council Parking Annual Report 2015/16

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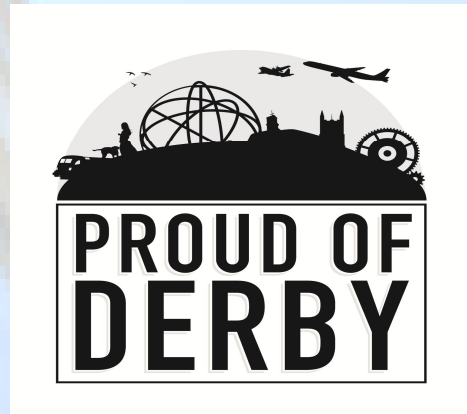
Introduction by Councillor Afzal



As the Cabinet Member for Cohesion and Integration, I am delighted to welcome you to Derby City Council's fourth Annual Report which contains a review of some of the work undertaken by Parking Services over the past financial year and includes an overview of the financial accounts. Additionally, it sets out future challenges and areas identified for improvement.

This year we have seen the introduction of a footway parking ban in the City Centre.

The Council has a responsibility to keep the roads and footpaths safe to use and parked vehicles cost the Council thousands of pounds a year in damaged paving. Pavements are provided for pedestrians and if a vehicle parks on them it can cause an obstruction to pedestrians and creates difficulties for blind and partially sighted people, wheelchair and mobility scooter users and those with pushchairs and prams.



Our aim is to achieve best practice in all aspects of our work and have a parking service: that meets customer expectations in providing efficient, effective and fair traffic regulation and parking services, by providing sufficient and appropriate parking opportunities while providing all of the regulatory processes that ensure any indiscriminate behaviour does not impact upon the needs of other Highway users.

Since the introduction of the footway parking ban, there has been a reduction in footway parking in the city centre. It is hoped that ensuring that motorists abide by the restrictions in place by continued enforcement of these restrictions that we will help to make Derby a much better and safer place to live and visit.

Councillor Asaf Afzal
Neighbourhoods Cabinet Member
Derby City Council

Chapter 1

About Derby

Derby is the UK's most central city and has a population of 246,900 with around 180 nationalities and covers an area of around 30 square miles. There is a fantastic and diverse mixture of arts, entertainment and cultures on offer and with its historical connections, there is always something to appeal to all tastes.



Derby was officially declared a city in 1977 by Queen Elizabeth II and became a unitary authority in 1997. It is rich in industrial heritage and boasts the UNESCO Derwent Valley Mills World Heritage Site, which stretches 15 miles along the River Derwent from Derby to Matlock Bath.

The economy of Derby has traditionally been based around manufacturing and engineering. The city has successfully transformed its traditional manufacturing capabilities into a high-skilled economy that competes on a global scale – especially in the technological and engineering industries with rail and aerospace being the city's main industrial powers.

It's made up of three national political wards – Mid Derbyshire, Derby North and Derby South. The city is divided into 17 local election wards from Spondon

and Oakwood in the north of the city to Chellaston and Boulton in the south.

The city has a wealth of cultural and leisure facilities, with over 800 hectares of municipal parks, including Arboretum Park – the first public park in Britain. It is also within easy reach of the spectacular countryside of the Peak District and the Derbyshire Dales.

Derby's City Centre is developing as an important shopping destination and attracts over 25 million shoppers every year. The Intu shopping centre has around 190 stores and a multi-screen cinema and the Cathedral Quarter has a wide range of small, independent retailers that caters for every need.



Derby's state of the art newly redeveloped Council House has won the Gold Award in the Local Authorities in England Category of the 'Green Awards for Built Environment and Architectural Heritage.

Due to Derby's central location in the country and the amazing amount of things to do in and around the city, the need to provide a wide choice of parking solutions is paramount and this is something Parking Services strive to achieve.

Parking controls are essential to keep traffic moving and improve road safety, whilst providing the necessary access for residents, businesses and visitors.

Derby City Profile

Parking provision and its management is a key part of Derby's Local Transport Plan, LTP3 (2011-2026). Our aim is to provide people living and working within Derby with viable travel choices and effective and sustainable transport networks.



Our Parking policy aims to:-

- ❖ Support wider policies and strategies for achieving sustainable development, integrated land use and transport planning, environmental management, social inclusion, economic prosperity and regeneration;
- ❖ Have parking provision that closely matches demand, where this is appropriate i.e. short stay parking in the City Centre; and control parking space supply and type to encourage use of alternative forms of transport, rather than private car/single car occupancy trips, thereby helping to control congestion levels.

It is also necessary to ensure that through our parking policy we:-

- ❖ Ensure a clear parking enforcement strategy is maintained and disseminated which will allow the Council to deal with parking issues consistently, as well as ensuring an efficient and effective enforcement function;
- ❖ Disseminate information regarding consistent and clear policies for the different types of parking permits and priority users;
- ❖ Continue to improve data collection and management, to establish a clearer understanding of supply and demand issues, at both the City Centre and local area level. This will allow changes to be made after adequate review against observed parking patterns of demand;
- ❖ Regularly review availability and pricing of both on and off street parking places
- ❖ Continue to review all traffic regulation orders to ensure they are valid and meaningful

Chapter 2

Parking in Derby

On-street parking

Derby City Centre has a pay and display parking system. Charges have to be paid on many streets within the city and apply every day, including Bank Holidays.

Motorcycles

Motorcycles can park free up to the maximum stay that applies in the pay and display marked bays.

Residents

If you live on one of the streets affected by the pay and display charging, it is likely that you qualify for a residents parking permit.

Park and Ride

As an alternative to City Centre parking, Park and Ride services operate from:-

- ❖ **Pride Park, off the A52 and A6, next to the football stadium.** Regular buses run every 10 minutes from 7am to 7pm, Monday to Saturday. Pride Park and Ride does not operate on Saturdays when Derby County are playing at home.
- ❖ **The Meteor Centre off the A608 Mansfield Road.** Monday to Friday — 7.30am to 6pm every 15 minutes, Saturday — 8.30 to 6pm, every 10 minutes.

Blue Badge holder (Disabled) parking

Blue Badge holders can park for **free for up to 3 hours:-**

- ❖ In dedicated on-street parking spaces
- ❖ On double yellow lines except where loading restrictions apply

And free unlimited parking:-

- ❖ In areas covered by on-street charging and limited waiting
- ❖ In areas covered by residents-only parking schemes

Parking charges apply in all Council owned car parks, to disabled badges holders . Discount parking is available. Please enquire at the Council House or telephone 0333 2006981.

The 'Parking in Derby' Leaflet gives details of the parking spaces, charges and operational hours for parking within the City Centre. The 'Parking in Derby' map is on the DCC web site at:

<http://www.derby.gov.uk/transport-and-streets/parking/car-parks-council/#page-downloads>

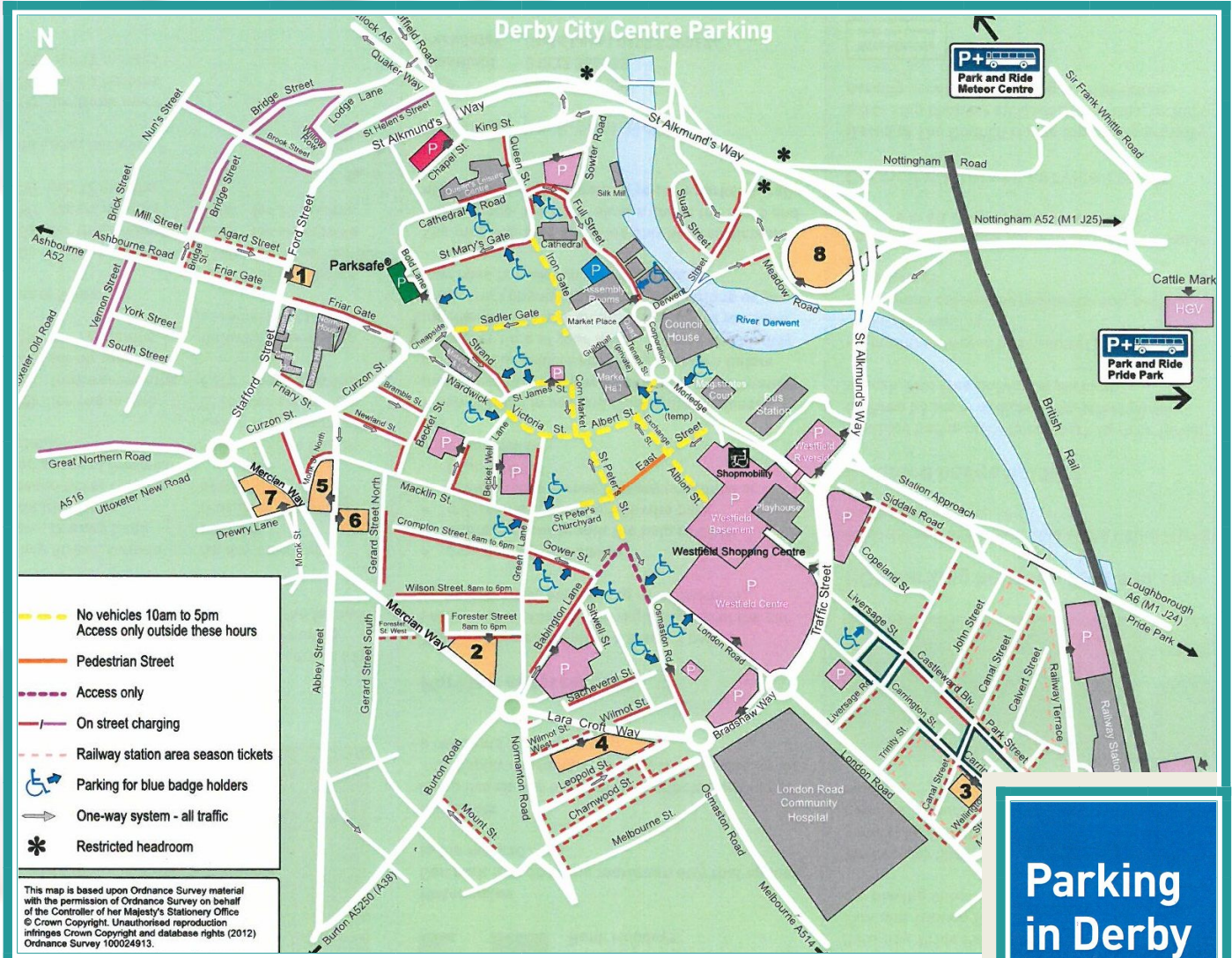
The leaflet is updated annually to reflect changes that take place.

We provide a range of car parks in the heart of the City Centre including the award winning Parksafe car park which provides the ultimate security to give the public a variety of parking options.

Total number of public parking spaces managed by Derby City Council

| | |
|---|--------------|
| On street Pay and Display spaces | 1433 |
| Limited Waiting | 399 |
| Residents Parking Zones (Permit Holders Only) | approx. 4238 |
| Car Parks | 1938 |

Parking Charges



Parking in Derby

On-street Parking | Car Parks | Park and Ride

www.derby.gov.uk

We can give you this information in any other way, style or language that will help you access it. Please contact Streetpride on 0333 200 6981. Minicom 01332 256666

email: streetpride@derby.gov.uk
Visit our parking services pages at www.derby.gov.uk

0333 200 6981 01332 256666 01332 256666

We reserve the right to change the way we use our services without notice. If you have any queries, please contact us on 0333 200 6981. We reserve the right to change our services without notice.

Abp (sklad) Parkowanie: dostęp do tych informacji, możemy je Planować przekazać w innych formach, stylu lub języku. Prosimy o kontakt: 0333 200 6981 Tel. sekretary: 01332 256666

Derby City Council, Neighbourhoods, Parking Services, The Council House,

Chapter 2

Parksafe Derby

Located in the Cathedral Quarter area of Derby, our 315 space car park has been called the 'Safest Car Park in the World', Parksafe has a World-wide reputation for safety and customer comfort and our unique service has won us numerous industry accolades and awards.



The customer-friendly features of the car park include:

- ❖ Extra-wide parking bays (one and a half normal parking bay widths)
- ❖ a cutting edge security system with guaranteed security
- ❖ state-of-the-art 'smart card' tickets which removes paper waste
- ❖ innovative payment machines (with video communications link to control room)
- ❖ stylish modernised toilet facilities with baby changing facilities
- ❖ customer rest area with coffee machine
- ❖ a customer-friendly control room

- ❖ subtle background music



- ❖ umbrellas for customer use in inclement weather
- ❖ flexible bollards throughout
- ❖ helpful 'free-bay' indicators to guide customers to empty parking spaces
- ❖ There have been no thefts of, or from, a vehicle since the system was introduced in 1998

Residents' Parking Schemes (Permit Holders Only)

Residents Parking Schemes are implemented in order to address concerns raised by residents about not being able to park within the vicinity of their homes. This can be because they are excluded from parking by long stay commuter parking or hospital/shopper parking.

Parking Services work closely with local Neighbourhood Boards to identify possible future schemes. The Boards can include representatives from residents, other stakeholders and the emergency services and provide a valuable local input to schemes, such as new residents parking zones.

The following Zones have downloadable leaflets on the Council's website:

[Zone 1 residential parking Hartington Street area](#)

[Zone 2 residential parking Drewry Lane area](#)

[Zone 3 residential parking Larges Street area](#)

[Zone 4 residential parking Liversage area](#)

[Zone 5 residential parking Harcourt area](#)

[Zone 6 residential parking Kings Drive area](#)

[Zone 7 residential parking Renals area](#)

[Zone 8 residential parking Twyford area](#)

[Zone 9 residential parking Arboretum area](#)

[Zone 10 residential parking Markeaton area](#)

[Zone 11 residential parking Broadway area](#)

[Zone 12 residential parking Amber area](#)

[Zone 13 residential parking Osmaston Road](#)

[Zone 14 residential parking St Albans Rd and Albany Rd Area South](#)

[Zone 14 residential parking St Albans Rd and Albany Rd Area North](#)

[Zone 15 residential parking Mundy Street area](#)

[Zone 16 residential parking Castleward area](#)

[Zone 17 residential parking Chestnut Avenue area](#)

[Zone 18 residential parking Manor Park Way](#)

[Zone 19 residential parking Chester Green South area](#)

[Zone 20 residential parking Chester Green North area](#)

[Zone 21 residential parking Chester Green East area](#)

[Zone 22 residential parking Uttoxeter New Road](#)

Permits

There are a range of different permits available which address the various needs of customers. We continue to make improvements to the permit system and these have included:-

- ❖ Redesigning the visitor permits to be scratch cards with more information pre-printed to reduce errors in the completion of the cards
- ❖ Customer Services taking over the issuing of permits, and with the move to the new Council House, thereby providing one point of contact with new options of paying through Payment Kiosks
- ❖ CEOs taking an educational and not a punitive approach with relation to permits giving advice to drivers rather than issue a PCN.
- ❖ Consideration is being given to simplifying the way in which customers obtain permits

Various different types of parking permits are available:

- ❖ Residents Annual Permit—See Appendix 1 for type
- ❖ Resident Visitor permits (Daily scratch card)
- ❖ Businesses Annual Permits
- ❖ Businesses Visitor Permits (Daily Scratch card)
- ❖ Carers Permits (available to residents requiring regular carer services)
- ❖ NHS Permits
- ❖ Police Permits

Chapter 2

Customer Service

Arrangements for customers contacting the Parking Services section

There are a number of ways that customers can contact the Council about parking issues. These are:

Enquiries

- ❖ You can report any parking problems, including resident permit misuse using the online form at <https://secure.derby.gov.uk/forms/?formid=196>
- ❖ Streetpride Hotline number available during the working day:
0333 200 6981
- ❖ Minicom number for enquiries:
01332 640666
- ❖ Streetpride Reception at the Council House, Corporation Street in the City Centre. This is open throughout the working week to deal with all parking enquiries, including applying for new permits and payments of Penalty Charge Notices (PCNs) as part of a dedicated Council one stop customer service. Monday to Friday: 8.30am to 3.00pm.
- ❖ In the multi-storey car parks there are CCTV operators available to deal with issues by pressing the 'help' button on any of the machines in the car parks
- ❖ There is also the very visible presence of CEOs on street. Contact can be made with the CEOs during their street patrols and, where necessary, issues can be passed on to other officers in Parking Services.
- ❖ Blue Badge misuse form <https://secure.derby.gov.uk/forms/?formid=341>

Payments

- ❖ Automated payment line and web based payment system set up for PCN payments, both are available 24 hours a day, seven days a week;

Online at <http://www.derby.gov.uk/pay-it/>

By telephone on 0345 6001982

In person at Derby City Council, Council House, Corporation Street, Derby DE1 2FS

Freedom of Information

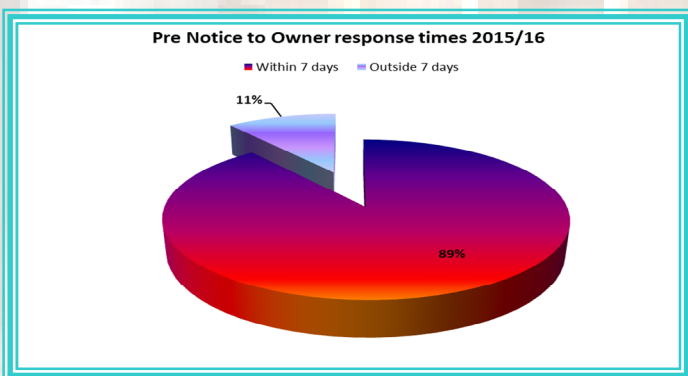
A list of most requested information under the Freedom of Information Act with regards to parking related questions and statistics is included on the Council's website at <http://www.derby.gov.uk/transport-and-streets/parking/faq-ps-data/> and this is updated on a regular basis.



Parking Administration Informal Representations (challenges)

Under the Traffic Management Act 2004, a motorist who has received a PCN has the ability to pay the PCN at a 50% discounted amount providing it is paid within 14 days from the date the PCN was issued or they can submit a 'challenge' (also called an informal representation) to the Council if they do not believe they should have been given a PCN.

When we receive a challenge, the case will go on hold until a decision is made and the motorist is informed whether they need to pay or not. If the challenge is rejected the motorist will be offered the reduced payment again at this point.



Formal Representations

If a Penalty Charge Notice remains unpaid and a Notice to Owner has been sent to the registered keeper of a vehicle, that person can then send in a 'formal representation' based on specific grounds:

- ❖ The alleged contravention did not occur
- ❖ The recipient was never the owner of the vehicle in question or had ceased to be its owner before the date on which the alleged contravention occurred, or became the owner after that date
- ❖ The vehicle had been permitted to remain at rest in the place in question by a person who was in

control of the vehicle without the consent of the owner.

- ❖ The recipient is a vehicle hire firm
- ❖ The penalty charge exceeded the amount in the circumstances of the case
- ❖ There had been a procedural impropriety on the part of the enforcement authority
- ❖ The Traffic Regulation Order which it is alleged to have been contravened in relation to the vehicle concerned is invalid

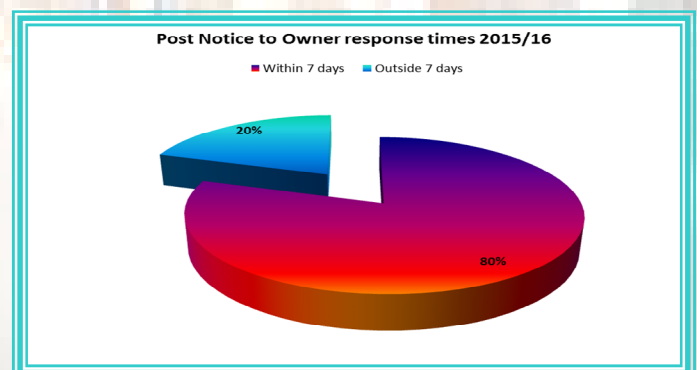
The Council must consider representations made on any grounds provided they are made within 28 days of the date of the Notice to Owner being served. The Council must then respond within 56 days.

If the representation is rejected the registered keeper will be given the opportunity to appeal to an independent adjudicator.

Response time to challenges and representations

The Council aim to respond to letters within 10 days. However Parking Services have received 19,394 challenges to PCNs in 2015/16

The chart below shows response times to those challenges, anything over 7 days is generally due to awaiting further information.



Chapter 3

Bus Stop Enforcement using fixed CCTV Cameras

The Council spends significant funds on improving facilities at bus stops to ensure that all passengers, particularly those with reduced mobility or with pushchairs and prams, can board or alight from buses more easily.

Indiscriminate parking undermines the access improvements that are undertaken and lessens the attractiveness of buses as a sustainable method of transport.

For this reason the Council feels the need to send a clear message to road users and purposefully introduces a clearway restriction to accompany many bus stop facilities. A clearway is more restrictive than a more common waiting restriction and means that parking is not permitted by Blue Badge holders nor by those loading or unloading goods or picking up or setting down passengers (except buses of course!).

Prior to the use of the CCTV camera to enforce the clearway restriction, the Council ensures that the restriction is clearly signed and marked and will issue warning notices to vehicles that are parked in contravention of the restriction for a number of weeks.

Locations of fixed cameras at bus stops currently are:

- ❖ Railway Terrace (outside the Train Station)
- ❖ Morledge (outside the Courts)
- ❖ Midland Road (opposite the Post Office)
- ❖ London Road (opposite the Intu Centre)

The Penalty for stopping in a bus stop clearway is £70.00, reduced to £35.00 if paid within 21 days.

Chapter 3

Bus Lanes/Bus Only Streets using fixed CCTV Cameras

The Council is clear that buses/taxis contribute to sustainable means of transport. This is why bus lanes/ bus only streets are introduced, which may be used by Hackney carriages (taxis) where signs indicate, to encourage the use of public transport by increasing its reliability and punctuality. This aim is diminished where unauthorised vehicle use bus lanes or bus only streets. Hence the Council has erected fixed CCTV cameras to assist with enforcement at the following locations:-

- ❖ Nottingham Road — Bus lane at the approach to the Pentagon roundabout
- ❖ Friar Gate — Bus only street near the junction of Bridge Street
- ❖ Siddals Road — Bus only street leading to Traffic Street
- ❖ Albert Street — Bus only street from junction with Morledge/Corporation St
- ❖ Victoria Street — Bus only street from junction with the Strand/St James St
- ❖ Chequers Road — Bus only street
- ❖ Normanton Road — Bus lane at approach to traffic island at Lara Croft Way
- ❖ Uttoxeter New Road — Bus lane from Manor Road traffic lights

The Penalty for using a bus lane is £60.00, reduced to £30.00 if paid within 21 days.

School restriction enforcement using mobile CCTV camera

The Council is committed to tackling inconsiderate and dangerous parking. We are also committed to improving safety outside schools and increasing the reliability of public transport.

That's why, since November 2013, we have used a 'camera car' with a roof-mounted CCTV camera, to enforce regulations around:

- ❖ vehicles parking and dropping off in the 'keep clear' areas outside 25 Derby schools
- ❖ vehicles entering and stopping in bus stop clearways – bus stops marked with a broad yellow line against the kerb

Camera enforcement at schools

The purpose of the school crossing is to provide a safe point for children to cross the road. However, as more and more parents drive their children to school, parking on the school crossing markings had become a problem outside many schools.

Drivers may be fined if they stop on the 'school keep clear' markings between 8.15am and 9.15am, and between 3.00pm and 4.00pm, Monday to Friday:

The penalty for stopping on a school 'keep clear' marking is £70, reduced to £35 if paid within 21 days.

The list of schools where camera enforcement takes place can be found on our website.

<http://www.derby.gov.uk/transport-and-streets/parking/schools-bus-lanes-enforcement/>

There were 250 PCNs issued using the CCTV car during 2015/16 of which 113 were issued outside schools.

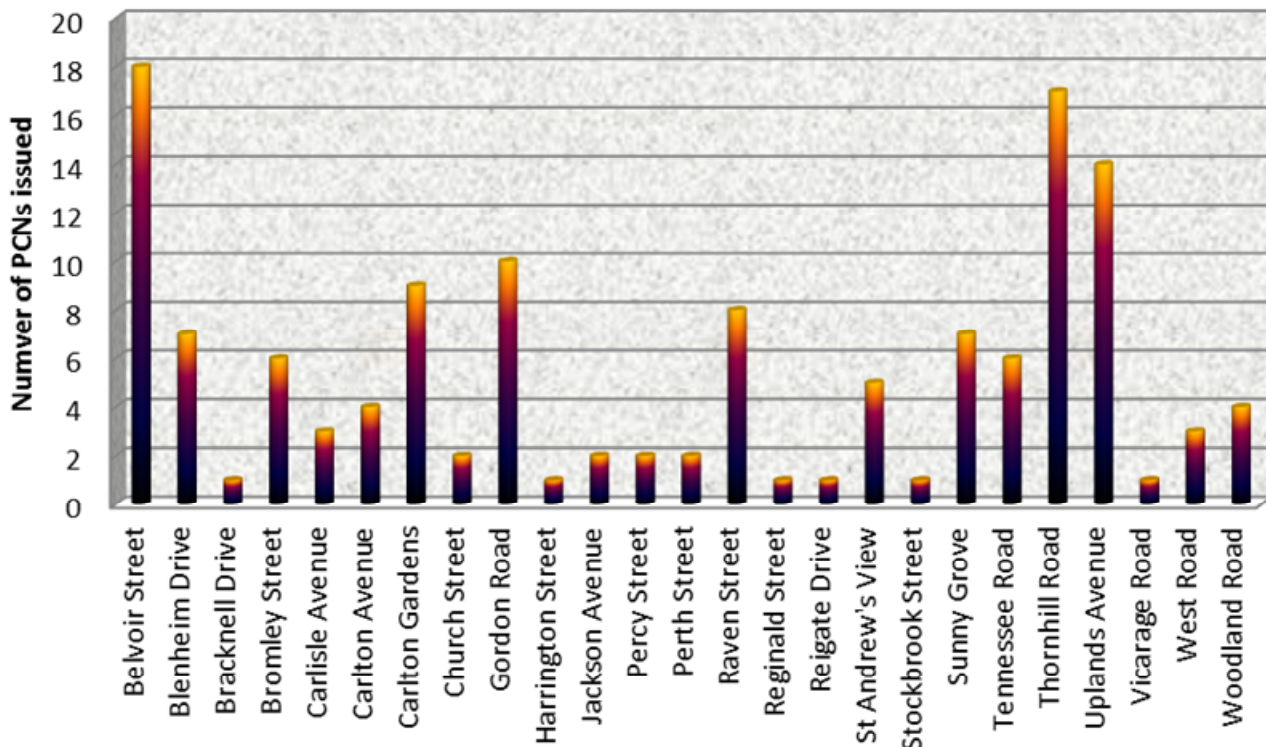
The new camera car has allowed us to enforce parking offences without the need to position officers in the street. We have been able to detect offences in areas where it is too dangerous or difficult to position officers, and where enforcement would be particularly time consuming and resource intensive. It has also given us more flexibility to respond to demands from the public for action to be taken.

These TROs prohibit drivers from stopping or parking in the 'keep clear' areas during certain times in the morning and afternoon. We believe the use of the camera car has made a big difference in how we enforce these regulations and therefore help the safety of children crossing at the location.



Chapter 3

School CCTV Enforcement 2015/16



Chapter 3

City Centre Prohibition of Footway Parking



In August 2015, Derby introduced its first footway parking ban in the city centre to improve pedestrian safety. The extent of the restriction is bound by the inner ring road, with signs at each entry and exit point. Consultation was undertaken as part of the Traffic Regulation Order (TRO) process prior to its introduction.



The footway ban does not permit any parking on the footway except in exceptional circumstances such as in an emergency or works being undertaken by statutory undertakers or the Highway Authority where the vehicle is required for the works and cannot be practically parked elsewhere.

Parking for the purpose of loading and unloading is not permitted.

Since enforcement commenced and up to the end of the financial year 31/03/2016, 107 PCNs have been issued to vehicles parked on the footway (code 62). Feedback from key stakeholders and members of the public has been positive. A spokesperson for The Guide Dogs for the Blind Association stated that the restriction had made an instant impact in reducing footway parking. They are currently campaigning for other cities to follow Derby's stance on footway parking.

Since the introduction of the footway parking ban, officer observations suggest that there has been a reduction in footway parking in the city centre, particularly on the Morledge and outside the Cathedral. Additionally, the problem of vehicles parking behind bus stop clearways and the controlled areas of zigzags has been eradicated. The ban has removed the need for physical barriers such as bollards to control footway parking, which are detrimental to partially sighted pedestrians, increase street clutter and are a maintenance burden to the Council.



Traffic Penalty Tribunal

The Traffic Penalty Tribunal provides impartial, independent adjudicators who can consider appeals against penalties issued for parking and bus lane contraventions.

If the Council rejects a representation the keeper of the vehicle has the right to appeal to an Adjudicator within 28 days of the date of service of the Notice of Rejection. The Adjudicator has to consider an appeal providing it is made within the 28 days.

If the Adjudicator allows the appeal, they direct the Council to cancel the PCN which the Council must comply with without any delay.

The Adjudicator's decision is final, subject to any request to review the decision and no further challenges can be made other than on a point of law through an application to the High Court for a judicial review.

For full information about the PCN appeal procedure you can visit the Tribunal's website at:-

<http://www.trafficpenaltytribunal.gov.uk>

In 2015/16 a total of 151 cases were referred by drivers to the Traffic Penalty Tribunal

Of the parking cases :

25 were not contested,

53 appeals were dismissed

7 appeals allowed

Of the bus lane cases:

22 were not contested

33 appeals were dismissed

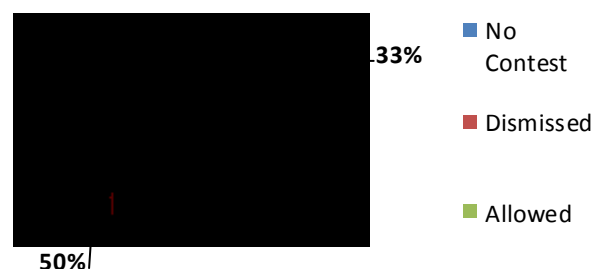
11 appeals were allowed

The following charts show the percentage of cases that went to the Tribunal in 2015/16 the percentage of cases that were dismissed, and percentage allowed and not contested.

Total cases sent to the Traffic Penalty Tribunal 2015/16 - Parking



Cases sent to the Traffic Penalty Tribunal 2015/16 - Bus Lane



Cases were not contested due to the following reasons:-

- ❖ CEO errors
- ❖ Valid ticket provided at appeal stage
- ❖ Evidence of sale of vehicle provided at appeal stage
- ❖ DCC accepted appeal submission
- ❖ Machine faults found
- ❖ Sign missing

The directions and decisions of the tribunal are very useful to the Motorist and the Council and it's enforcement approach. The administration of the PCN is adapted on a continuous basis taking in account the lessons learned.

Chapter 4

Tribunal decisions are read by all members of the Parking Services administration team and are a matter for discussion at monthly team meetings. The team are reaping the benefits of this approach with a reduction in cases being referred to the tribunal. Indeed despite the number of PCNs issued increasing by 78% compared to the previous year, there has only been an increase of 12% in appeals to the Tribunal.

We have included some common appeals made to adjudication where the Adjudicator has provided useful advice:

The Adjudicator stated that :-

The Appellant stated that they were a stranger to Derby and were unaware of the bus lane

The adjudicator said: 'I am satisfied that there was sufficient signage in place to alert a driver unfamiliar with the area who was driving with care and attention'

The Adjudicator has stated that:-

The Adjudicator has stated: The Highway Code instructs motorists not to stop at a bus stop (rule 243). The fact that no buses were using the lay by so no obstruction was caused does not alter the fact that a contravention occurred. The prohibition is simply on stopping in the clearway so there need be no obstruction to give rise to a contravention of that prohibition

The appellant stated that he only stopped at the bus stop to drop off a passenger and no buses were using the lay by at the time

The Adjudicator stated that :-

'the word 'taxi' has a specific legal meaning, which creates a distinction between a private hire vehicle and a hackney carriage. It is only the latter which falls within the meaning of a taxi. I would expect a professional driver to be aware of this distinction. As this was a private hire vehicle, I find that the contravention occurred and the PCN was properly issued.'

The Appellant stated that the signs and lines indicated that taxis could use the bus lane too

The Adjudicator stated that :-

When the Appellant states he was unloading his vehicle to his premises but the process took longer as he had to serve customers.

'the Traffic Regulation Order defines the extent of the exemption for loading/unloading vehicles—the exemption shall only apply so far as is necessary to enable loading/unloading of goods where such is being carried out in an expeditious and reasonable manner and for no other purposes whatsoever...as the Appellant admits to serving customers which interrupted the loading/unloading process, this goes beyond the exemption'

The Adjudicator stated that :-

'there are ample signs and markings in place to give adequate information about the existence of the bus lane to a motorist. The fact the Appellant was relying on his sat nav system is not a sufficiently compelling reason to cancel the PCN.'

The Appellant was lost and was following his satellite navigation system which led him through the bus lane

Chapter 5

Planning for 2016/17

Introduction of additional camera enforcement in bus lanes and bus stops



The Council has an obligation to highway users in the city to take action to manage which vehicles use bus lanes, to maintain benefits to public transport users and to control other parking where it has a negative impact on other road users.

Effective management of the highway is increasingly important to people as traffic volumes increase. A commitment to doing more to manage driver behaviour will help to improve reliability of public transport and ensure that the needs of highway users are considered.

It is important that bus lanes are kept free for use by buses, so that they are not delayed by other vehicles. In some instances bus lanes provide access to sensitive areas where there are a large number of pedestrians while other bus lanes give buses priority at traffic signals. To ensure that we get the very best from both public transport and our road system it is necessary that the guidance and rules we set out are followed.

We will use static CCTV cameras where the frequency of unlawful use of the bus lanes is so significant that it would be impractical for a CEO to gather appropriate evidence of the contraventions.

We propose to introduce enforcement at the following locations:

Burton Road bus lane
Osmaston Road (Spot end) bus stop
Gower Street bus stop
Phoenix Street—Bus only street

The penalty for travelling in a bus lane is £60, reduced to £30 if paid within 14 days and in a bus stop it is £70 reduced to £35. This level is set nationally.

Any surplus revenue raised from penalty charges must be used by the Council to support activities and investment in transport infrastructure.

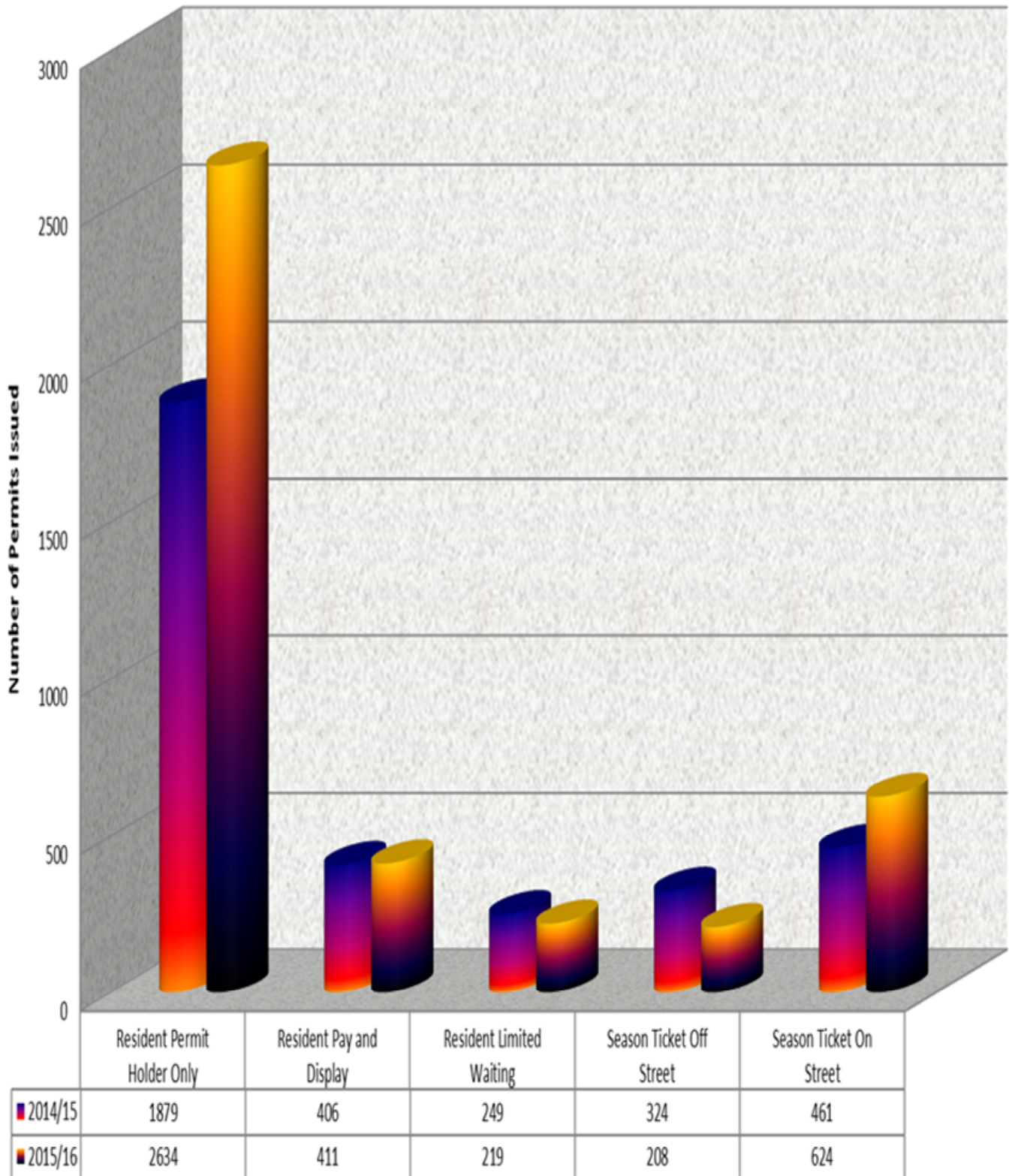
Proposals for the introduction of additional Resident parking restrictions and additional football restrictions

Proposals for the introduction in May 2016 for Permit Holder's parking scheme for Zone 18, at Manor Park Way which includes Prince George Drive, Prince William Drive and Prince Edward Drive which have newly built homes that are close to the Royal Hospital.

Proposals for the introduction in September 2016 for Permit Holder's parking scheme for Zone 23 and 24 at Maxwell Avenue, and Old Kedleston Road South due to parking problems caused by University students.

Proposals for the introduction of additional football parking restrictions in Chaddesden due to motorists causing disruption to residents and parking on the footway and grass verges.

Parking Permits issues 2014/15 - 2015/16



Appendix 2

Penalty Charge Notices Issued — Payment and Cancellation

| | 1 April 2015—31 March 2016 | | | | | 1 April 2014—31 March 2015 | | | | |
|--|----------------------------|-----------|------------|------------------------|-----------------------|----------------------------|-----------|------------|------------------------|-----------------------|
| | Total PCNs | On Street | Off Street | % of issue On street | % of issue Off street | Total PCNs | On Street | Off Street | % of issue On street | % of issue Off street |
| Total number of PCNs | 63,332 | 60,775 | 2,557 | 96 | 4 | 35,581 | 33,250 | 2,331 | 93.4 | 6.6 |
| Number of higher level PCNs issued | 29,667 | 29,609 | 58 | 47 | 0.1 | 21,012 | 20,913 | 99 | 58.8 | 0.3 |
| Number of lower level PCNs issued | 6,370 | 3,871 | 2,499 | 6 | 4 | 10,481 | 8,249 | 2,232 | 23.2 | 6.3 |
| Number of PCNs paid | 48,947 | 47,367 | 1,580 | 75 | 2 | 29,166 | 26,345 | 2,821 | 74 | 7.9 |
| Number of PCNs paid at discount rate | 42,450 | 41,136 | 1,314 | 65 | 2 | 13,343 | 12,038 | 1,305 | 33.8 | 3.9 |
| Postal PCNs (VDAs) | 59 | 57 | 2 | 0.1 | 0.003 | 81 | 80 | 1 | 0.2 | 0 |
| CCTV PCNs included in above figure totals | | | | | | | | | | |
| CCTV PCNs - | 12,166 | | | 19 | | 7,968 | | | 21.6 | |
| BUS LANE PCNS | 27,295 | | | 43 | | 4,088 | | | 11.5 | |
| Number of PCNs against which an informal/formal representation was made | | | | | | | | | | |
| | Notices issued on street | | | % of on and off street | | Notices issued off street | | | % of on and off street | |
| All Challenges, On and Off Street | 19,394 | | | 31 | | 10,364 | | | 29 | |
| Number of PCNs cancelled as a result of informal/formal | 9,228 | | | 15 | | 3,545 | | | 10 | |
| Number of PCNs cancelled for other reasons (driver untraceable, voided at issue, foreign vehicle etc) | 2,490 | | | 4 | | 1,052 | | | 3 | |

Appendix 3

Penalty Charge Notices Issued by Contravention

| Code | Contravention Description For full details description details please refer to the Council's website | Differential Charging Level — Lower is £50/£25 Higher is £70/£35 | 2015/16 | | 2014/15 | | Annual Change |
|---------------|---|---|----------------|---------------------------------|----------------|------------------------------|------------------|
| | | | PCNs issued | % of total PCNs issued | PCNs issued | % of total PCNs issued | |
| 01 | Parked in a restricted street | Higher | 4497 | 7.10 | 3526 | 9.90 | +971 |
| 02 | Loading in a restricted street | Higher | 370 | 0.58 | 471 | 1.32 | -101 |
| 04 | Parked in a metred bay | | 4 | 0.01 | 0 | 0 | +4 |
| 05 | Parked after payment expired | Lower | 2970 | 4.69 | 4332 | 12.17 | -1362 |
| 06 | Parked without clear display of a P&D ticket | No longer applicable | | | 3108 | 8.73 | -3108 |
| 12 | Parked in a residents place with no permit or P&D ticket displayed | Higher | 5649 | 8.92 | 4697 | 13.20 | +952 |
| 16 | Parked in a permit space with no permit | Higher | 4724 | 7.46 | 2045 | 5.74 | +2679 |
| 19 | Parked in a residents place with invalid permit or P&D ticket | Lower | 198 | 0.31 | 217 | 0.60 | -19 |
| 22 | Re-parked in the same place | Lower | 4 | 0.01 | 3 | 0.008 | +1 |
| 23 | Parked in a place not designated for that clas of vehicle | Higher | 2 | 0.003 | 4 | 0.01 | -2 |
| 25 | Parked in a loading place | Higher | 517 | 0.82 | 474 | 1.33 | +43 |
| 27 | Parked adjacent to a dropped footway | Higher | 52 | 0.08 | 81 | 0.22 | -29 |
| 30 | Parked longer than permitted | Lower | 689 | 1.09 | 588 | 1.65 | 101 |
| 40 | Parked in a disabled bay | Higher | 1227 | 1.94 | 1389 | 3.90 | -162 |
| 42 | Police vehicles | | 2 | 0.003 | | | |
| 45 | Parked in a taxi rank | Higher | 165 | 0.26 | 165 | 0.46 | 0 |
| 46 | Clearway | | 5 | 0.008 | | | |
| 47 | Parked on a bus stop or stand | Higher | 12099 | 19.10 | 7558 | 21.24 | +4541 |
| 48 | Parked on a school zig zags | Higher | 146 | 0.23 | 139 | 0.39 | +7 |
| 62 | Footway Parking | Higher | 108 | 0.17 | | | |
| 82 | Parked after payment expired | Lower | 520 | 0.82 | 655 | 1.84 | -135 |
| 83 | Parked without clear display of P&D ticket | Lower | 1967 | 3.10 | 1566 | 4.40 | +401 |
| 86 | Parked beyond the bay markings | Lower | 12 | 0.02 | 11 | 0.03 | -1 |
| 87 | Parked in disabled bay | Higher | 50 | 0.08 | 45 | 0.13 | -5 |
| 91 | Wrong class of vehicle | | 3 | 0.005 | | | |
| 99 | Parked on a Pedestrian crossing | Higher | 45 | 0.07 | 364 | 1.02 | -319 |
| 81 | Parked in a restricted area | Higher | 4 | 0.006 | 13 | 0.03 | -9 |
| 85 | Parked in a permit bay | Higher | 6 | 0.009 | 41 | 0.12 | -35 |
| 24 | Not parked correctly | Lower | 2 | 0.003 | 1 | 0.003 | +1 |
| 34J | Being in a bus lane | Higher | 27,295 | 43.09 | 4088 | 11.49 | +23,207 |
| Totals | | | 63,332 | 100 | 35581 | 100 | +27,751 |

Appendix 4

Parking Account Information 2015/16—£'000

| | Income | | | Expenditure | | | |
|---------|-----------|------------|-------|-------------|------------|-------|----------------|
| Year | On Street | Off Street | Total | On Street | Off Street | Total | Surplus Income |
| 2015/16 | 2188 | 1282 | 3470 | 926 | 1389 | 2315 | 1155 |

Derby City Council

Car Park Season Tickets

All prices are inclusive of VAT at the standard rate. The prices and conditions below are subject to change.

Abbey Street, Drewry Lane, Darwin Place and Little City Car Parks

| Duration | Cost |
|-----------|------|
| 1 month | £100 |
| 3 months | £245 |
| 6 months | £440 |
| 12 months | £810 |

(this permit is interchangeable between all these car parks)

Grove Street Car Park

| Duration | Cost |
|-----------|------|
| 12 months | £210 |

(only a 12 month permit is available for this car park)

Chapel Street Car Park

| Duration | Cost |
|-----------|------|
| 1 month | £105 |
| 3 months | £255 |
| 6 months | £450 |
| 12 months | £830 |

(this permit is in the form of a plastic card that is used to raise the barrier when entering or leaving the car park)

On Street Season Tickets

All day on street parking available on:-

Bridge Street, Brook Street Lodge Lane, Willow Row, St Helen's Street, Vernon Street

| Duration | Cost |
|-----------|------|
| 1 month | £30 |
| 3 months | £65 |
| 6 months | £120 |
| 12 months | £210 |

Railway Station area

| Duration | Cost |
|-----------|------|
| 1 month | £50 |
| 3 months | £410 |
| 6 months | £260 |
| 12 months | £500 |

Season tickets for the Railway Station area are valid in the following street:-

- ❖ Trinity Street
- ❖ Canal Street excluding the permit holders only area between Carrington Street and Park Street
- ❖ Wellington Street between London Road and Carrington Street
- ❖ Hulland Street
- ❖ Carrington Street — only between Wellington Street and London Road
- ❖ Park Street—only between Wellington Street and Midland Road
- ❖ John Street

Please contact us on 0333 200 6981 if you have any questions or need help. The season ticket does not require a vehicle registration mark. This will allow you to display the season ticket in whichever vehicle you need to use.

