

East Riding of Yorkshire Council

Annual Parking Report

2016 - 2017



*"Strategic Asset Management
leading to Local Investment"*



EAST RIDING
OF YORKSHIRE COUNCIL

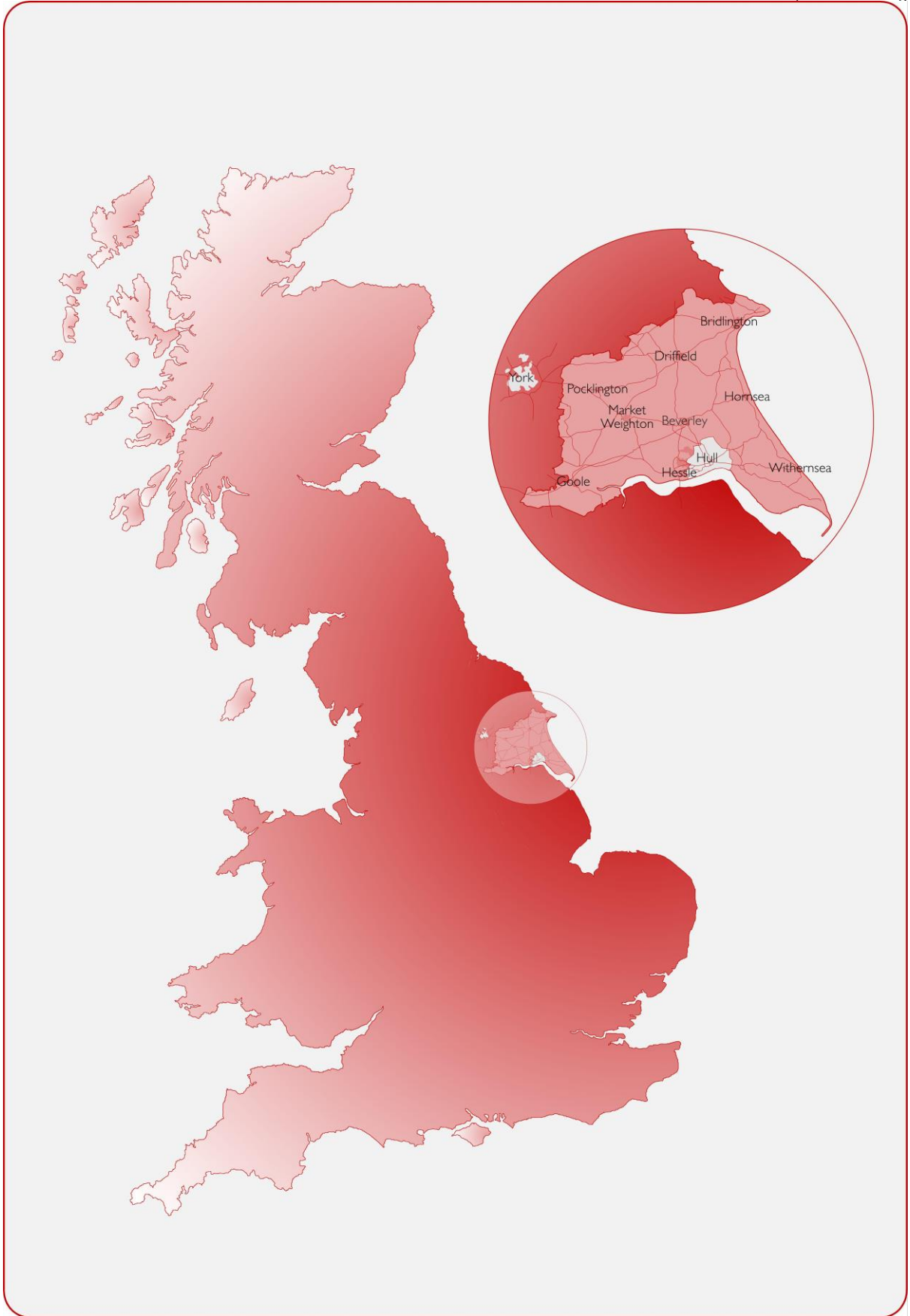
EAST RIDING OF YORKSHIRE COUNCIL
ANNUAL PARKING REPORT

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CONTENTS

Contents.....	5
1 Introduction and Context.....	8
1.1. Introduction.....	8
1.2. The East Riding of Yorkshire.....	8
1.3. Links to the Local Transport Plan (2015-2029).....	9
1.4. Parking Supply.....	9
1.5. Parking Charges.....	10
1.6. Background to Parking Enforcement.....	10
2 Car Park Capacities and Facilities.....	13
2.1. Car Park Spaces by Location (On & Off-Street).....	13
2.2. Charging Matrix by Car Park Band.....	13
2.3. Off-street Car Parks – Annual / Six Monthly Permit Costs.....	14
2.4. Controlled Parking Zones (CPZ).....	15
2.5. Permit Types Available in the East Riding of Yorkshire.....	17
2.6. Park Mark.....	18
2.7. Car Share Parking Bays.....	19
2.8. Motorcycle Parking Bays.....	20
2.9. Electric Charging Points.....	20
2.10. Contactless Payment.....	20
2.11. Leisure Centre Parking.....	21
2.12. Pay by Phone.....	21
2.13. Virtual Permits.....	21
2.14. Christmas Parking.....	22
3 Statistical Reporting.....	23
3.1. Ticket Information on Utilisation.....	23
3.2. Penalty Charge Notices (PCNs).....	24
3.3. Controlled Parking Zones (CPZs).....	27
4 Financial Reporting 2016/17.....	30
4.1. Financial Summary.....	30
4.2. Park & Ride.....	33
5 Future Developments/Initiatives.....	34
5.1. Future Developments.....	34
Appendix A: Car Park Spaces by Location (On & Off Street).....	35

Appendix B: Ticket Sales 2016-17 by Car Park.....	41
Appendix C : Breakdown of PCNs issued in 2016-17.....	43
Appendix D: Total cost of enforcement activity.....	47
Appendix E: Use of Car Parking Surplus.....	48



I INTRODUCTION AND CONTEXT

I.1. INTRODUCTION

This Annual Parking Report provides an overview of the car parking and enforcement services during the financial year 1 April 2016 to 31 March 2017 and indicates areas to be considered in going forward. Under the Traffic Management Act 2004, the Council is required to publish its annual parking accounts in the autumn, from the previous financial year. This annual report also provides financial and statistical information on parking income and expenditure and Penalty Charge Notices.

Parking spaces both on and off street are limited and as such there is a high demand for parking in particular areas of the authority. The key objective of the parking strategy is to relieve or prevent traffic congestion by seeking to maintain a balance between the different requirements of residents, visitors and businesses whilst providing access for the disabled.

This report sets out the Council's approach to charging for car parking spaces and provides a base line for future years for the parking strategy, processes and charges. The charges are set to reduce congestion, improve access and be sufficient to recover the costs of implementation and operation of parking services in compliance with current legislation.

The income from on-street and off-street parking charges and enforcement activities is used to meet the implementation and operational costs of parking services including Civil Parking Enforcement (CPE). However, government guidance recommends that the Civil Parking Enforcement should seek to be self-financing. In the event that any surplus is realised, this must be used in accordance with the prescribed parameters within the government regulations. Within these parameters, the Council has approved that any surplus should be used in respect of highways improvements and maintenance. In respect of off-street parking income, where the capital employed could have been used for alternative income purposes, any surplus is again used for highways improvements and maintenance.

The Council is fully committed to being transparent about the parking service it provides and will continue to publish the available detailed information with respect to its provision of car parking services including enforcement.

I.2. THE EAST RIDING OF YORKSHIRE

The East Riding of Yorkshire has a growing population of approximately 334,000¹ over an area of 240,768 hectares or 930 square miles, making it one of the largest unitary authorities in England. The Council's geographical area is made up of 26 wards and 171 parishes, encompassing a wide range of settlement types and land uses. The largest town in the East Riding is Bridlington with a population of 35,600, with other major settlements including Beverley (30,300), Goole (19,500) and Driffield (13,100).

As a large and predominantly rural authority, the East Riding of Yorkshire Council manages an extensive highway network of some 2,000 miles (3,300km) of carriageway, which supports approximately 26 million journeys every year. The highway network is the largest and most visible community asset for which East Riding of Yorkshire Council is responsible. It is used daily by the

¹ Population figures from Census 2011

majority of the public and is fundamental to the economic, social and environmental wellbeing of the area.

The local highway network and local transport infrastructure help shape the character and quality of the East Riding and are key contributors to the wider local authority priorities including the economy, social inclusion, community, safety, education and health.

I.3. LINKS TO THE LOCAL TRANSPORT PLAN (2015-2029)

The Council's current Local Transport Plan (LTP) is framed around six strategic objectives, and parking provision and management is a significant element in seeking to improve accessibility.

Objective 1: Improve the maintenance and management of the existing transport network

Objective 2: Support sustainable economic growth and regeneration

Objective 3: Reduce carbon emissions

Objective 4: Improve road safety

Objective 5: Support and encourage healthy lifestyles

Objective 6: Improve access to key services



Within the overall strategic objectives of the LTP, the Council has continued to recognise that car parking policies are valuable tools in helping to positively manage car use and has taken significant steps towards improving the management of car parking at both on and off street facilities. The Council's approach to car park management takes account of the diversity across the East Riding in terms of rurality and low population density, the environment and future prosperity. The Council continues to progress this approach through the LTP so that good traffic management can contribute towards achieving the Council's long term local transport objectives.

The LTP contains information about how we plan to manage car parking provision and utilisation through effective traffic management. Effective parking strategies help to reconcile the competing demands of different road users and aim to improve road safety and manage accessibility into town centres to encourage the economic viability and wellbeing of the area.

I.4. PARKING SUPPLY

The Council manages 61 off-street car parks, as well as many on-street parking facilities and makes provision for parking spaces for disabled persons. Car parks cater for short, medium and long stay visits and for coach parking facilities at popular tourist destinations.

Some of these car parks are subject to charges for their use and it is important to monitor their usage to ensure local people and visitors can easily locate available car parks and parking spaces. This is to reduce the risk of illegal parking becoming a problem and the potential for many spaces remaining unfilled each day. The Council seeks to maintain and enhance the viability of local town centres through providing the appropriate balance of car parking.

When considering parking supply, factors such as the turnover of spaces, user needs, utilisation and walking distance are all contributory factors when determining the mix of car parking within the authority area.

The Council seeks to continue to improve the customer parking experience by providing car parks that are clean, well-lit, well maintained and accessible to all, with a long term commitment to investment in appropriate levels of equipment.



1.5. PARKING CHARGES

Car parking charges are never popular, but they can be effectively used in combination with other measures to improve traffic management across the East Riding. The fundamental reason for charging for car parking is the need to reduce traffic obstructions on the roads arising from drivers seeking to park as conveniently close to their destinations as possible. At the same time there is a need to manage the spaces to benefit as many people as possible whilst encouraging people to only park for the amount of time they really need.

Car parking has a cost, and it is not free to provide. The income raised from charging for car parking spaces is required not only to achieve traffic management objectives but also to cover the cost of the overall parking service including the provision, maintenance and upkeep of on-street and off-street car parking areas. Any surplus income generated has been authorised by the Council, in compliance with current legislation, for contributing towards local highways improvements.

1.6. BACKGROUND TO PARKING ENFORCEMENT

The Road Traffic Regulation Act 1984 allows Councils to make Traffic Regulation Orders to regulate parking, which can be introduced for the following reasons:

- Safety
- Maintaining access to premises
- Improving the amenity of an area through which the road runs
- Preventing damage to the road or building on or near the road
- Preserving the character of the road specially for horse riders or pedestrians
- Air quality

Before the introduction of CPE, enforcement of the restrictions remained with the police and traffic wardens. The Council could undertake enforcement only in relation to its own car parks and resident parking schemes.

The Traffic Management Act 2004 allows Councils, which are also local traffic authorities, to apply to the Secretary of State for Transport for a Civil Enforcement Area Order that allows the decriminalising of parking enforcement in their area. Under this arrangement, Councils can undertake enforcement of all parking restrictions in their area and retain the income received from parking penalties to fund the costs of parking services, with any resulting surplus being used within the prescribed parameters under the legislation. The Council approved the use of any surplus for highways improvements. Serious parking offences such as obstruction or dangerous parking are still enforced by the police.

The East Riding of Yorkshire Council took over enforcement duties from the police at the beginning of November 2011 and became responsible for the enforcement of most of the parking restrictions including, Traffic Regulation Orders in off-street car parks, on-street parking bays and waiting restrictions of all types within the authority's area.



Prior to November 2011, a Parking Charge Notice (PCN) issued in the East Riding area was charged at £50 for offences within car parks and £60 for controlled parking zone offences, with a reduction to £25 and £30 respectively if paid within 14 days. The charges were applicable for every type of parking contravention irrespective of the seriousness of the offence.

In an effort to adopt an approach that would appear fairer and more acceptable to the public, the Traffic Management Act 2004 introduced a national schedule with differential penalty charges. This implemented a higher charge for parking contraventions that cause the most disruption to motorists. Each type of parking contravention is allocated either the higher-level charge or the lower-level charge, dependent upon the considered seriousness of the parking contravention within the context of the Traffic Management Act 2004. The higher-level and lower-level charges are reduced by 50% if paid within 14 days of the contravention. The Act allows a choice of two bands and the Council chose band 2, which sets the higher-level charge at £70 and the lower-level charge at £50.

Parking enforcement plays a key part in achieving traffic management aims and objectives. The general approach to parking enforcement in the East Riding seeks to be 'firm but fair'. The main objective of CPE is not to make money, but rather to achieve the following benefits whilst covering its costs:

- Encourage safe and sensible parking
- Ease congestion on the roads
- Improve safety for drivers and pedestrians
- Improve access and reconcile competing demands for kerb space e.g. to shops, offices, schools and other premises
- Improve the general environment
- Provide a single responsible authority for parking
- Align / Integrate off street (car parks) with on-street enforcement
- Enable the Council to provide effective enforcement of new and existing restrictions
- Improve enforcement of disabled and permit holder bays

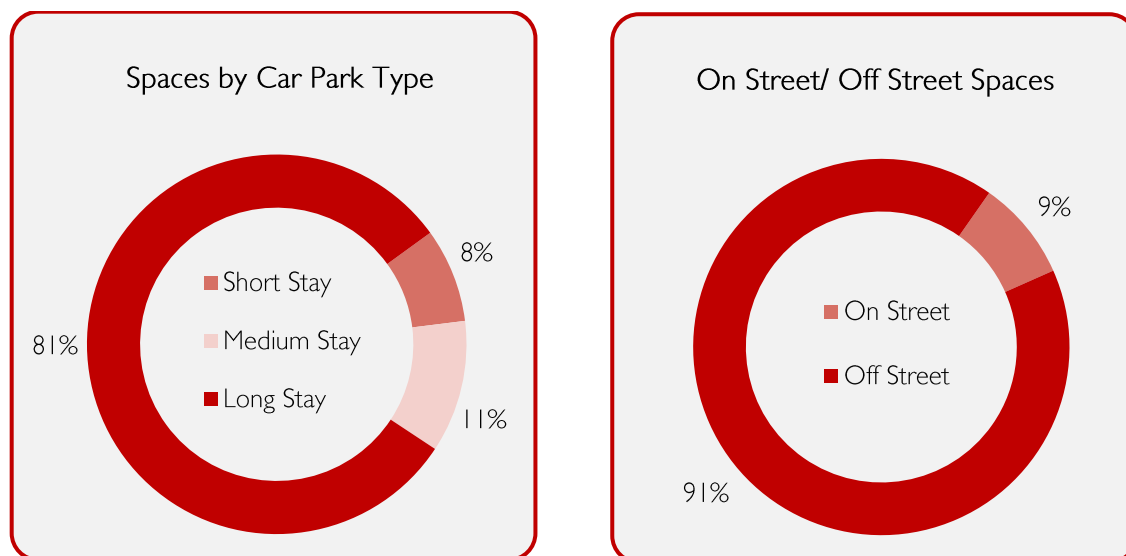
The East Riding of Yorkshire Council's Civil Parking Enforcement Procedures can be downloaded using the following link:

<http://www2.eastriding.gov.uk/EasySiteWeb/GatewayLink.aspx?alid=109235>

2 CAR PARK CAPACITIES AND FACILITIES

2.1. CAR PARK SPACES BY LOCATION (ON & OFF-STREET)

The Council operates 61 off-street car parks within the East Riding along with a large number of on-street parking facilities with a combined capacity of over 9,500 spaces. The proportion of off-street to on-street car parking spaces and the proportion of the short, medium and long stay permitted durations are illustrated below.



2.2. CHARGING MATRIX BY CAR PARK BAND

The majority of the car parks are subject to charges as approved by the Council's Cabinet. These car parks have been divided into four charging bands as shown below. A table listing all Council operated car parks and facilities including their charging band can be found at Appendix A.

Band	Duration					
	All other car parks	Beverley & Bridlington	All car parks			
	First Half Hour - Short Stay only £		1 Hour £	2 Hours £	3 Hours £	4 Hrs or All Day £
1	Free	n/a	0.60	1.40	2.20	2.90
2	Free	0.35	0.60	1.80	3.00	3.90
2a	Free	0.50	1.00	2.00	3.00	4.00
3	Free	0.75	1.40	3.00	4.60	5.40

2.3. OFF-STREET CAR PARKS – ANNUAL / SIX MONTHLY PERMIT COSTS

Despite an increase in cycling to work, the majority of people who travel into and work in the main towns, including a substantial number of Council staff, require a long-stay parking space to accommodate their vehicle for the duration of the working day.

Discounted annual and six month parking permits for long stay car parks are available in all of the main East Riding towns, along with an East Riding wide daily pass, at a cost of £5.40 a day, which allows an individual to park at any of the long stay car parks across the area.

The table below shows the main types of permits available and the charge:

Town	Permit Type	12 Month Charge (£)	6 Month Charge (£)
Bridlington (see below for class breakdown)	Class A	550	290
	Class B+	450	240
	Class B	400	215
	Class C	300	165
	Class D	150	90
Homsea	Leisure Centre	450	240
	Homsea (exc Leisure Centre)	300	165
Beverley	n/a	550	290
Howden	n/a	150	90
Driffield	n/a	450	240

Bridlington Long Stay Permit Classifications					
Car Park	Class A	Class B+	Class B	Class C	Class D
Langdale Wharf	✓	✗	✗	✗	✗
Beaconsfield	✓	✓	✗	✗	✗
Nelson Street	✓	✓	✓	✗	✗
Hilderthorpe Road	✓	✓	✓	✓	✗
Danes Dyke	✓	✓	✓	✓	✗
South Landing	✓	✓	✓	✓	✗
Flamborough Head	✓	✓	✓	✓	✗
Limekiln Lane	✓	✓	✓	✓	✗
Sewerby (Picnic)	✓	✓	✓	✓	✗
Moorfield Road	✓	✓	✓	✓	✓
Flamborough Road	✓	✓	✓	✓	✓

2.4. CONTROLLED PARKING ZONES (CPZ)

Through the management of parking enforcement and the careful and elective use of Controlled Parking Zones, the Council helps to manage the negative aspects of commuter parking. The CPZs were introduced to stop commuters parking outside people's homes in the towns, so that residents could park on the highway near their own home and also to encourage the use of more sustainable travel modes by commuters. Overall the CPZ areas have proved successful in reducing local residents' complaints about people from outside the area parking in the street around their homes.

CPZs are in place in Beverley, Bridlington and Howden. An estimate is provided below of the total number of CPZ parking spaces within each area.

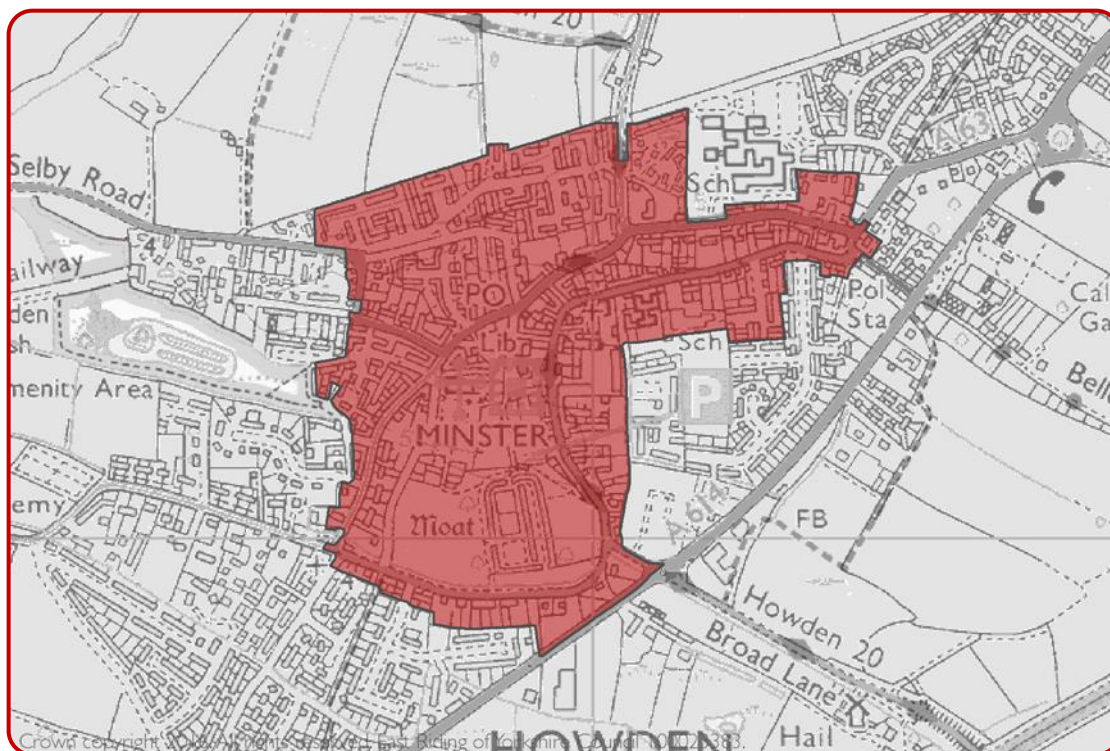
A CPZ is an area where parking is only allowed in a signed zone and marked bays mostly for a limited time. Residents and their visitors, guests staying in hotels/guesthouses and contractors/carers working within the CPZ are allowed to park for as long as they wish provided they display a valid permit in their vehicle (a list of available permits is given in section 2.5).

For more information regarding Controlled Parking Zones within the East Riding of Yorkshire, please refer to the relevant section of the Council's website using the link below:

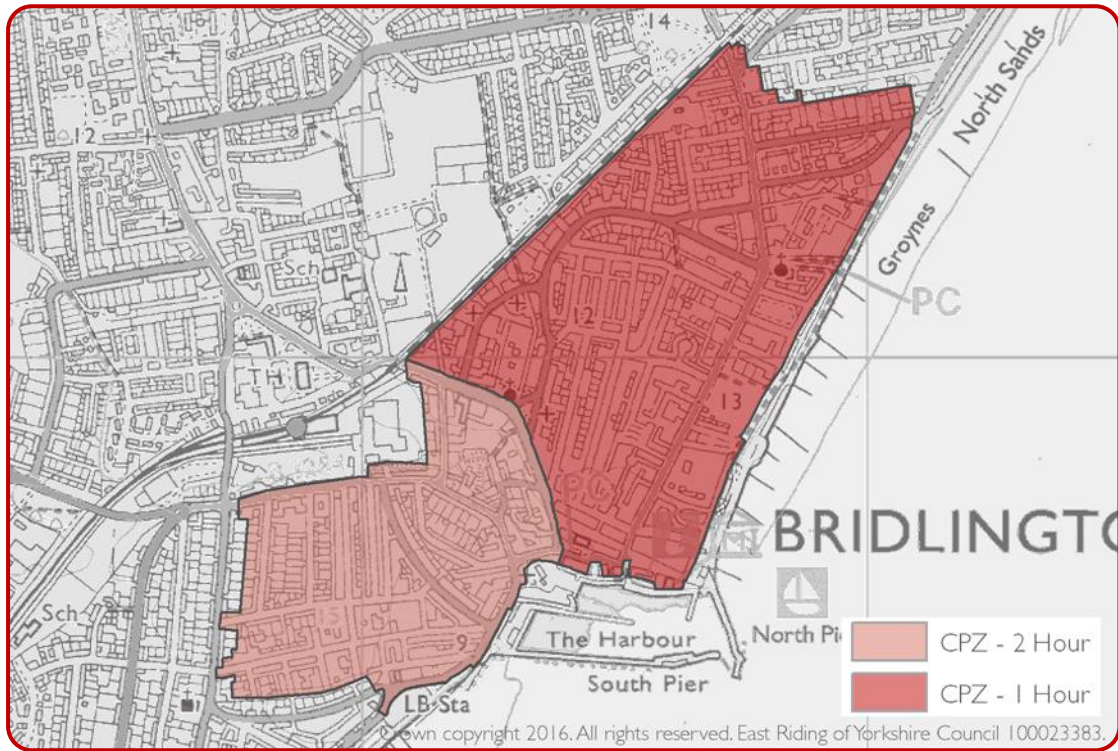
<http://www2.eastriding.gov.uk/environment/roads-streets-traffic-and-parking/parking/restricted-parking-areas-cpz-and-rps/controlled-parking-zones-cpz/>



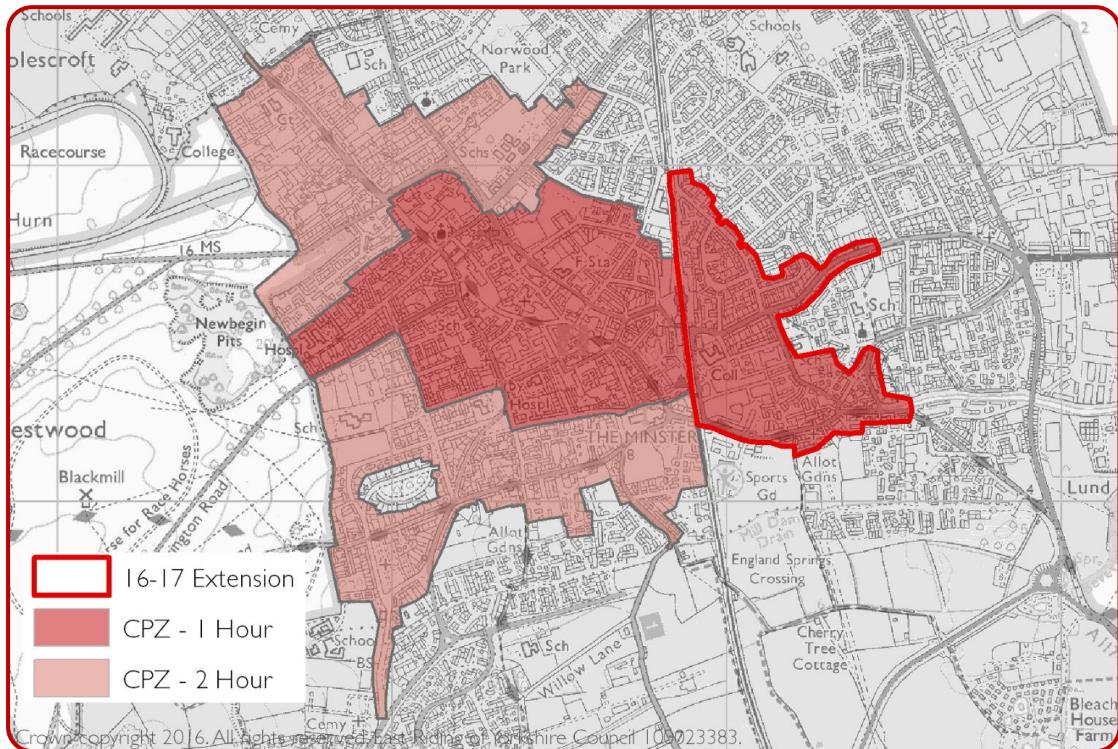
Howden CPZ – estimated 450 spaces



Bridlington CPZ – estimated 2,303 spaces



Beverly CPZ – estimated 1,730 spaces



2.5. PERMIT TYPES AVAILABLE IN THE EAST RIDING OF YORKSHIRE

There are a variety of permits and charges within the East Riding including those below:

Residents Permits

Residents living within a Controlled Parking Zone (CPZ) can obtain a permit allowing them to park in specified marked bays for any period of time. Temporary permits are available to provide residents that have recently moved into the area a period of 3 months in order to register their vehicle to their new address.

Carer Permit

These permits are available to individual carers and agency or group service provider carers. Permits can be issued if the applicant receives or administers care within the CPZ.

Visitor Scratchcard Permits

Visitor scratchcard permits allow people who live outside a CPZ to park within the zone for 7 days. Only permanent residents within the relevant CPZ may purchase visitor scratchcards. These are issued in books of 10 scratchcards and each household is entitled to five books a year.

Contractor Permits

Permits are conditionally available to contractors working on properties within the CPZ, where it is essential that their vehicle is parked on-street close-by in order for them to access heavy tools and other bulky equipment.

Full details of these permits and how to apply for a permit are available on the Council's website:

<http://www2.eastriding.gov.uk/environment/roads-streets-traffic-and-parking/parking/restricted-parking-areas-cpz-and-rps/controlled-parking-zones-cpz/cpz-permits-and-how-they-work/>

Residential/Carer Permit Costs by geographical area

Location	Residents First Permit	Residents First Temporary Permit	Residents Second Permit	Residents Second Temporary Permit	Carer Permit
Anlaby	£10.00	£2.50	N/A	N/A	N/A
Beverley	£30.00	£7.50	£105.00	£26.25	£30.00
Bridlington	£25.00	£6.25	£25.00	£6.25	£25.00
Brough	£15.00	£3.75	N/A	N/A	N/A
Hessle	£10.00	£2.50	N/A	N/A	N/A
Howden	£35.00	£8.75	£35.00	£8.75	£35.00
Willerby	£10.00	£2.50	N/A	N/A	N/A

Visitor/Contractor Permit Costs by geographical area

Location	Visitor Registration Card	Visitor Scratchcards (per book of 10)	Contractors Permit
Beverley Bridlington Howden	£15.00	£10.00	1 Day - £10.00 1 Week - £20.00 1 Month - £35.00 1 Year - £105.00
Brough (visitor permit)	£15.00		

2.6. PARK MARK

Park Mark is the nationally recognised standard for the quality of off-street parking facilities and is endorsed by the Association of Chief Police Officers and operated by the British Parking Association. Car parks are measured on the following criteria:



- Quality Management
- Good Lighting Management
- Good Lighting
- Effective CCTV Surveillance

The car parks awarded with this standard have had measures put in place that help to deter criminal activity and anti-social behaviour; thereby helping to prevent crime and reduce the fear of crime in the parking facility. It also means our car parks are clean, well-lit and well maintained.

The following East Riding of Yorkshire Council car parks have obtained the Park Mark Award:

Beverley
School Lane Car Park, School Lane, HU17 9LS
Princes Gardens Car Park, Princes Gardens, HU17 8HS
Butcher Row Car Park, Bucher Row, HU17 9LE
George Street Car Park, George Street, HU17 0AU
Spencer Street Car Park, Spencer Street, HU17 9BT
Trinity Lane Car Park, Trinity Lane, HU17 0AU
Grovehill Road Beverley Car Park, Grovehill Road, HU17 0DS
Bridlington
Moorfield Road Car Park, Moorfield Road, YO16 4LE
Langdale Wharf Car Park, Langdale Wharf, YO16 4LE
East Riding Leisure Bridlington, Promenade, YO15 2QQ
South Cliff Park & Ride, Sea Lane, YO15 3QN
Driffeld
Cross Hill Car Park(Part-time Award), Cross Hill, St Johns Road, YO25 6RQ
Goole
Wesley Square Goole Car Park, Wesley Square, Vermuyden Way, DN14 5EZ
Howden
Hailgate Car Park, Hailgate, DN14 7SX

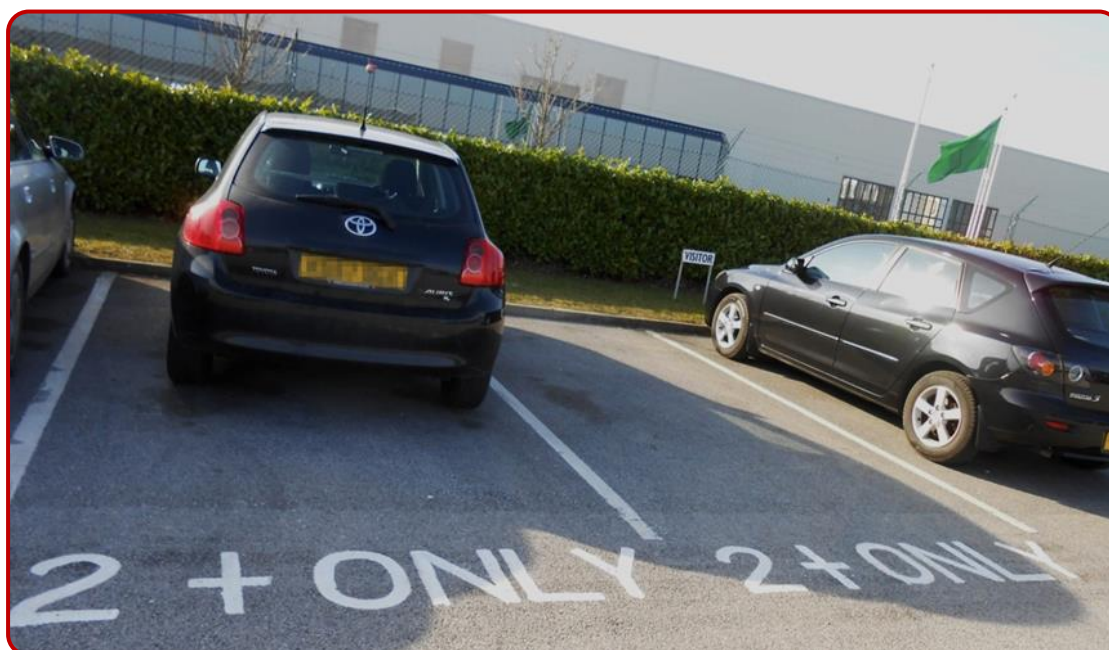
2.7. CAR SHARE PARKING BAYS

Car share parking spaces in some Council operated car parks have been introduced through the Council's Local Transport Plan process. The car share bays are aimed at cutting congestion and reducing carbon emissions by discouraging single occupancy car trips and encouraging shared car journeys by the provision of dedicated parking spaces only for those engaging in shared car journeys. Car sharing also saves money for the driver and passengers, which is an important consideration as the cost of motoring continues to rise.

The Council supports a free national lift share website where local residents can sign up and find a person who can share trips (see <https://liftshare.com/uk>). Figures from this website show that the popularity of car sharing is increasing and it is important that people who have made the choice to travel sustainably are supported. By installing car share bays in public car parks and raising the issue of sharing trips with others we are trying to support existing car sharers and encourage more people to do the same.

The car share parking bays were implemented after consultation with Ward Members and the relevant town/parish councils, and are located in the following Council run car parks:

- Hull Road, Anlaby - 2 spaces
- Flamborough Road, Bridlington - 3 spaces
- Palace, Bridlington - 2 spaces
- Moorfield Road, Bridlington - 2 spaces
- Hilderthorpe Road, Bridlington - 2 spaces
- Goole Leisure Centre - 2 spaces



The Council has also worked in partnership with other organisations to install car share bays at their sites. As a result, there are currently car share parking bays in the long stay car park at Brough Railway station and at Guardian Glass and the Tesco distribution centre on Capitol Park in Goole.

2.8. MOTORCYCLE PARKING BAYS

Free to use motorcycle parking bays are available in the following car parks. Motorcycles parked within a standard parking space will still need to pay & display where charging is in force.

Town	Car Park
Anlaby	Wilson Street
Beverley	Butcher Row
Beverley	Saturday Market
Beverley	Grayburn Lane
Bridlington	North Street
Bridlington	Palace
Bridlington	Langdale Wharf
Bridlington	ERL Bridlington

Town	Car Park
Bridlington	Flamborough Head
Cottingham	King Street
Cottingham	Market Green
Driffield	Cross Hill
Goole	Wesley Square
Hornsea	Leisure Centre
Pocklington	Railway Station
Willerby	Willerby Square

2.9. ELECTRIC CHARGING POINTS

Charging points for electric vehicles have been installed at two Council operated car parks. The points were funded through the Council's Local Transport Plan with a financial contribution from each of the relevant town councils. The points reflect the Council's ongoing commitment to supporting more trips using sustainable transport. Electric vehicles cost only 2 pence per mile to run and produce no harmful emissions, making them a greener and cheaper alternative to a diesel or petrol vehicle.

The points are located at Swinegate Car Park and the Town Hall in Hessle and at Palace Car Park, Bridlington. Each point can charge two vehicles at a time and are free to use after drivers have signed up to the PodPoint smartphone app or for a PodPoint smartcard. Electric car drivers can also park for free providing they are charging their vehicle.



The Council is developing an Electric Vehicle strategy as part of the LTP for implementation from April 2018. This will provide funding to expand the number of EV charging points in public car parks. The Council intends to create a basic network of charging points, ultimately providing facilities in all of our major settlements but national government and the commercial sector have a major role to play in providing full coverage of the area.

2.10. CONTACTLESS PAYMENT

The parking machines located at the recently opened East Riding Leisure Bridlington offer customers a further method of payment. The new contactless machines will accept both Apple Pay and Android Pay alongside the usual coin and card payments. Customers with contactless credit/debit cards can also make use of the card reader for quicker transactions.

These machines will be closely monitored to determine whether this payment type is popular and would benefit other parking locations.



2.11. LEISURE CENTRE PARKING

Non-member users of Beverley and Hornsea leisure centres can obtain a free parking ticket from the car park machines. When using the centre, customers should select the free leisure centre user tariff, enter their car registration and follow the on screen instructions to obtain a ticket. The large portion of the ticket should be displayed in their windscreen whilst the smaller portion should be handed in at reception within the centre.



At East Riding Leisure Bridlington a new parking voucher system is in operation. Non-member users will need to pay for parking at the meter and then take the voucher part of the ticket in to reception to claim a refund against a service.

2.12. PAY BY PHONE

Pay by Phone cashless parking is now available at selected car parks in the East Riding. This extra payment method gives customers more choice, making it easier to pay and without the need to carry the correct change or cards. Customers can either send a text message using the instructions displayed on the ticket machines or download the MiPermit app and register their details.

Customers can also extend their stay time up to the maximum amount using this new system, without the need to return to the car park. For instance, if the customer originally purchased a one hour ticket but was delayed, they could remotely purchase an additional hour without returning to the car park.

2.13. VIRTUAL PERMITS

Virtual permits via MiPermit continue to be rolled out as replacements for printed versions. When a customer purchases a permit through MiPermit, the vehicle details are synchronised with the patrolling enforcement officers' hand-held computer in real-time. Any cars not displaying a paper permit or pay and display ticket are checked against the MiPermit database to check if the vehicle has a valid stay attached to it.

Virtual permits are currently available for East Riding Leisure members and CPZ residents. Further virtual permits will be available shortly.

2.14. CHRISTMAS PARKING

Free parking was approved again at all council-run car parks during the four weekends running up to Christmas 2016. This popular scheme has now been implemented for seven consecutive years to help shoppers and local business in the run up to Christmas. The start of the 2016 scheme also coincided with the national 'Small Business Saturday' which aims to promote the importance of small and independent traders.

Despite the suspension of parking charges during these weekends, normal parking rules still apply, such as those relating to disabled parking bays, controlled parking zones and maximum stays.

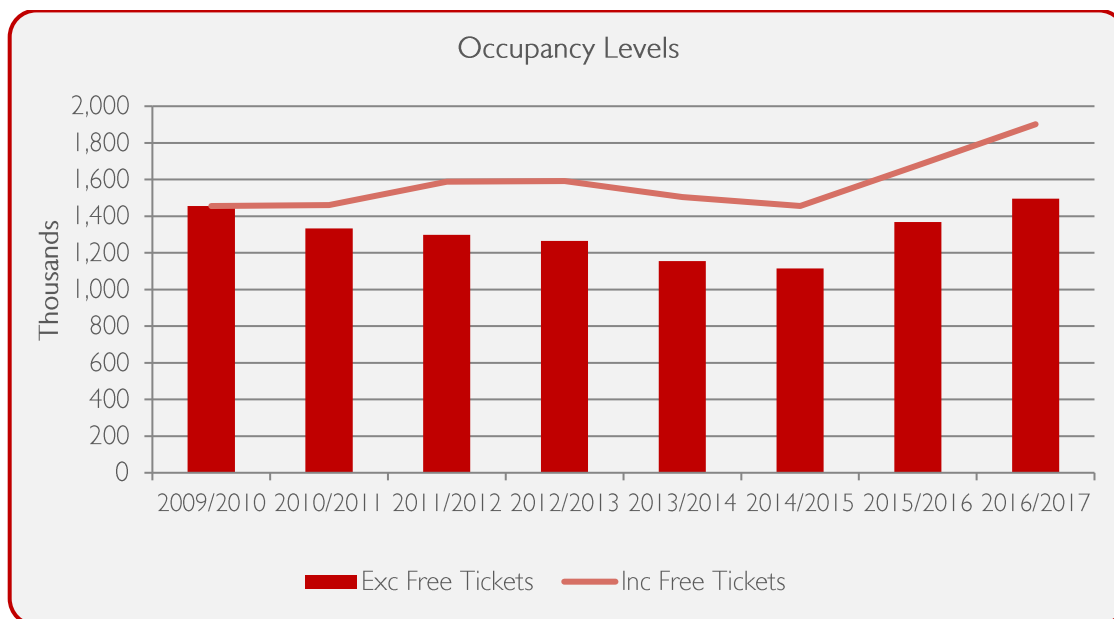


3 STATISTICAL REPORTING

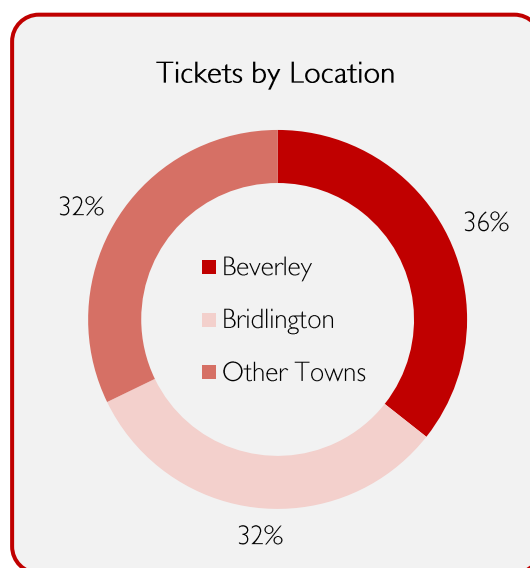
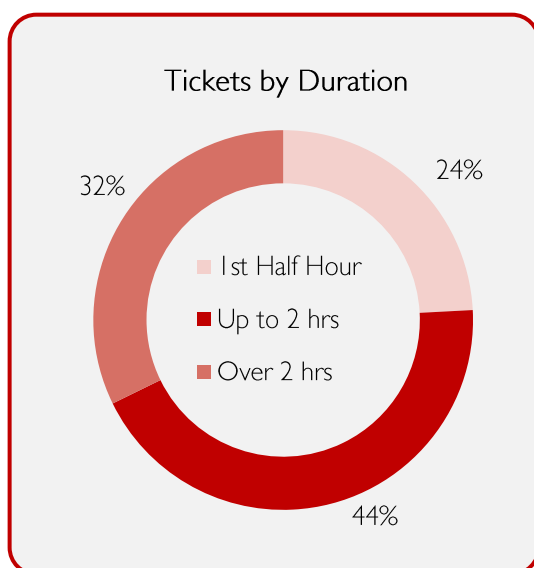
3.1. TICKET INFORMATION ON UTILISATION

The number of chargeable tickets issued at council run car parks fell between 2009-10 and 2014-15 but has increased during the last 2 years. A record number of tickets were issued last year, nearly 1.5 million chargeable (1.9 million overall). The new meters and back office system that were introduced during 2014-15 could account for some of the increase over the past 2 years by providing more accurate ticket data. Reliability could also be a factor in the recent increase with the new machines requiring less maintenance and incurring less downtime.

The introduction of the free first half hour for parking in some areas, as part of the car parking review, has maintained overall occupancy levels during the period, although these tickets do not generate any income.



A full breakdown of ticket sales for 2016-17 by car park is shown in Appendix B. The charts below illustrate the distribution of tickets by duration and location.



3.2. PENALTY CHARGE NOTICES (PCNs)

There is a balance between the level of enforcement in terms of operational costs and the need to deter illegal parking in order to meet traffic management objectives. If enforcement is increased, the operational costs of the service will also increase but parking contraventions should fall. Similarly, if enforcement is reduced, the operational costs will fall but illegal parking may increase. Unrestricted parking will lead to congestion, obstructions and spaces being fully occupied with limited access to parking during desirable periods. Parking management can be used to moderate demand and encourage turnover. Achieving the right balance is difficult, particularly with the current economic climate and financial pressures faced by local authorities and local communities.

The table below shows the provisional figures submitted to the Department for Transport, as of the 30 September 2017, for the number of PCNs issued over the last financial year 2016/17, split between on-street and off-street contraventions.

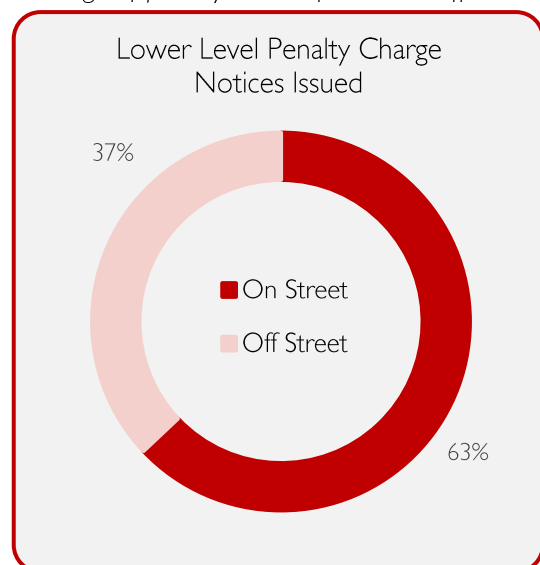
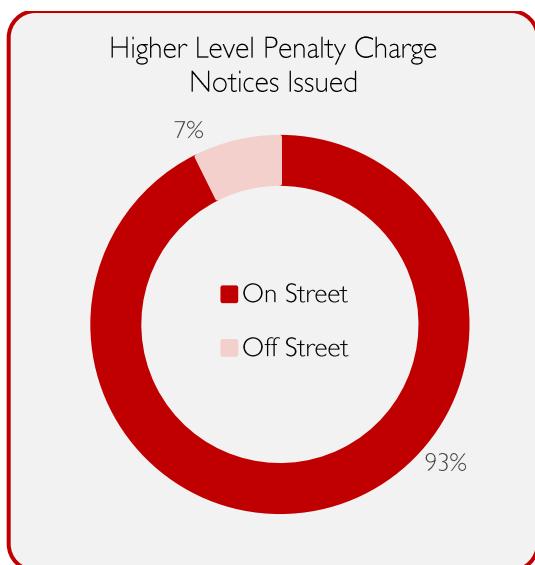
Civil Parking Enforcement Statistics 2016/17

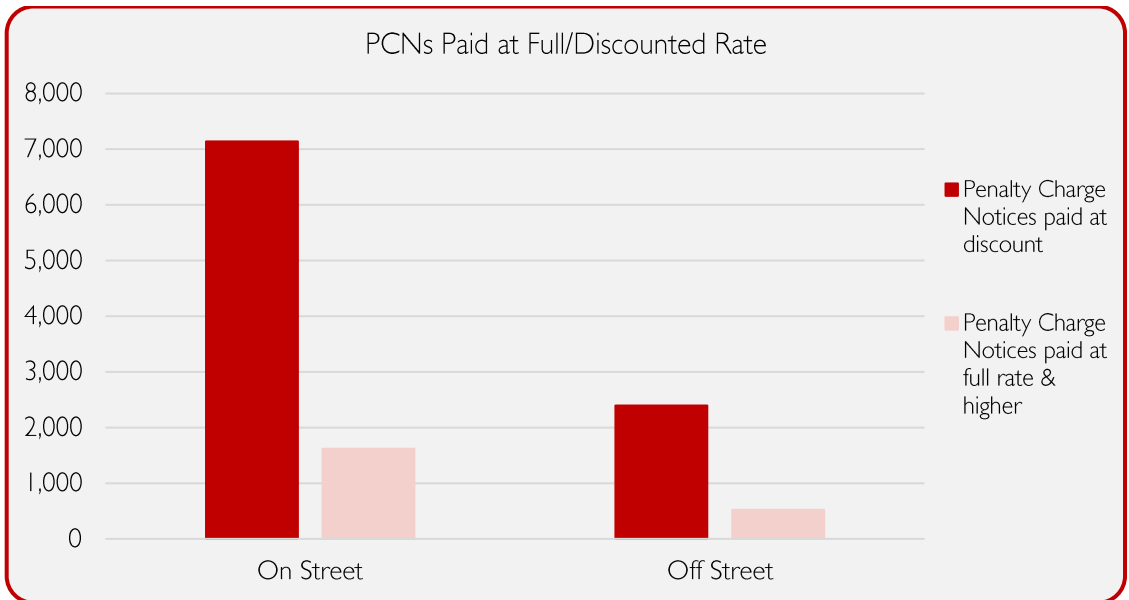
Description	2015-16	2016-17		
	Total	On-Street	Off-Street	Total
Number of Higher Level PCNs issued	4,848	4,826	382	5,208
Number of Lower Level PCNs issued	7,930	5,393	3,170	8,563
Total Number of PCNs issued	12,778	10,219	3,552	13,771
Total Number of 'Warning Notices' issued	90	120	63	183
Number of PCNs paid at non-discounted rate	1,454	1,620	520	2,140
Number of PCNs paid at discounted rate	8,674	7,139	2,395	9,534
Total Number of PCNs paid	10,128	8,759	2,915	11,674
Total Number of PCNs unpaid	2,650	1,460	637	2,097
Number of applications to register a debt at the Traffic Enforcement Centre (TEC)	2,188	483	67	550
Total Number of PCNs Subject to Challenge	3,534	2,221	1,385	3,606
Number of PCNs cancelled as a result of formal or informal representation (correctly issued)	1,061	493	487	980
Number of PCNs cancelled for other reasons (e.g CEO error, incorrect location, system issues)	308	84	23	107
Total Number of PCNs cancelled as a result of a successful challenge	1,369	577	510	1,087
Number of PCNs written off for other reasons (e.g. keeper untraceable)	222	375	79	454

Description	2015-16	2016-17		
	Total	On-Street	Off-Street	Total
Total Number of PCNs which resulted in adjudication because of a Challenge (Appeal to the Traffic Penalty Tribunal (TPT))	86	-	-	91
Number of appeals not contested by the council at TPT	22	-	-	14
Number of appeals upheld by TPT	32	-	-	39
Number of appeals not upheld by TPT	32	-	-	38
Number of appeals granted a consent order by TPT	0	-	-	0
Number of appeals awaiting a decision by TPT	0	-	-	0

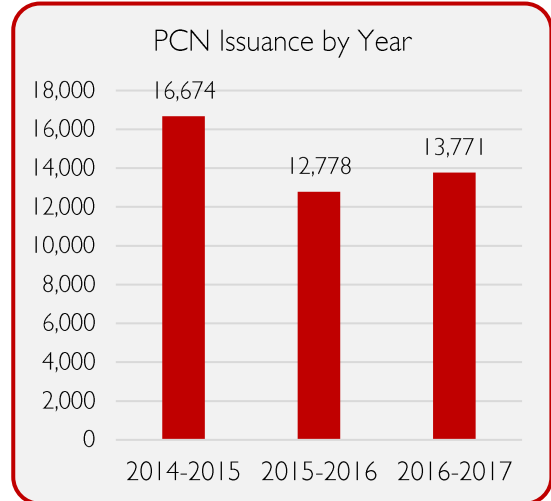
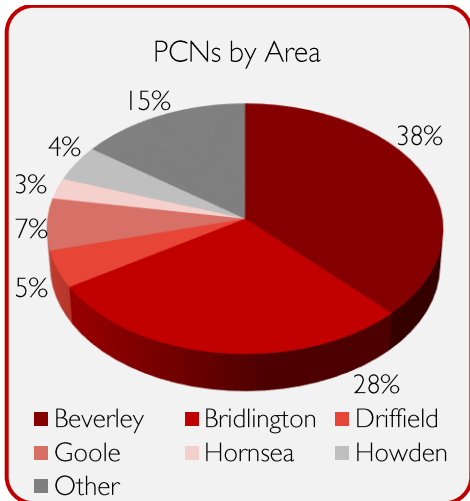
Description	2015-16	2016-17		
	Total	On-Street	Off-Street	Total
Percentage of Higher Level PCNs issued	38%	47%	11%	38%
Percentage of Lower Level PCNs issued	62%	53%	89%	62%
Percentage of PCNs paid at non-discounted rate	14%	18%	18%	18%
Percentage of PCNs paid at discounted rate	86%	82%	82%	82%

Percentage of penalty notices for on and off-street

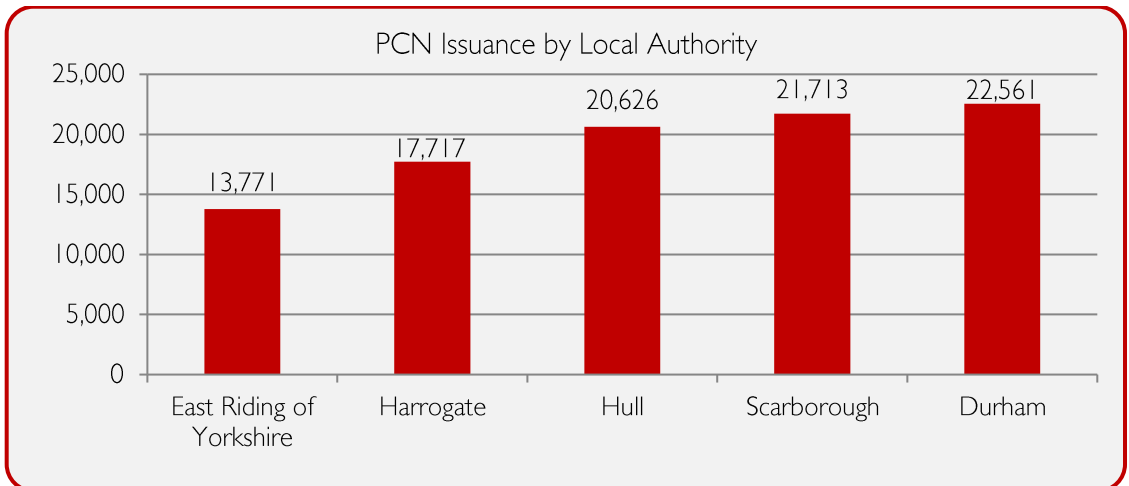




A breakdown of PCNs issued in 2016/17 by Contravention Code, split between on-street and off-street parking, and the number of PCNs issued by town/village and location can be found in Appendix C.



Figures based on 2015-16 statistics.

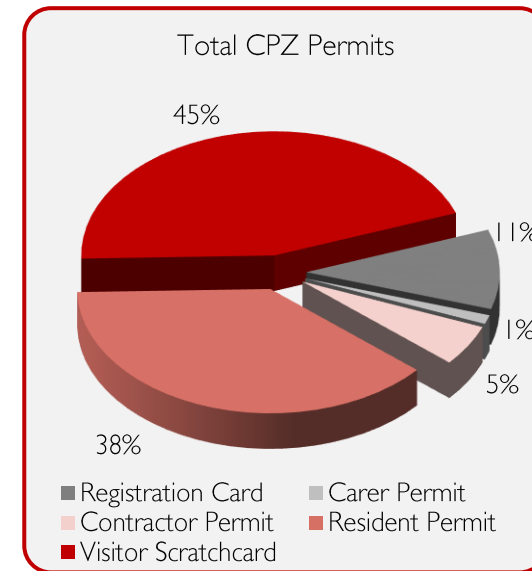
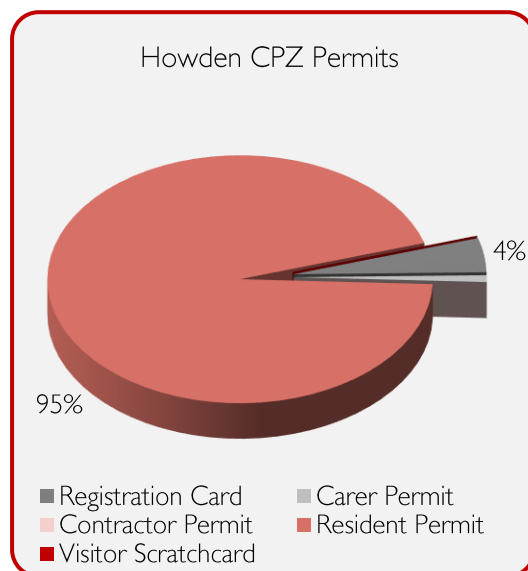
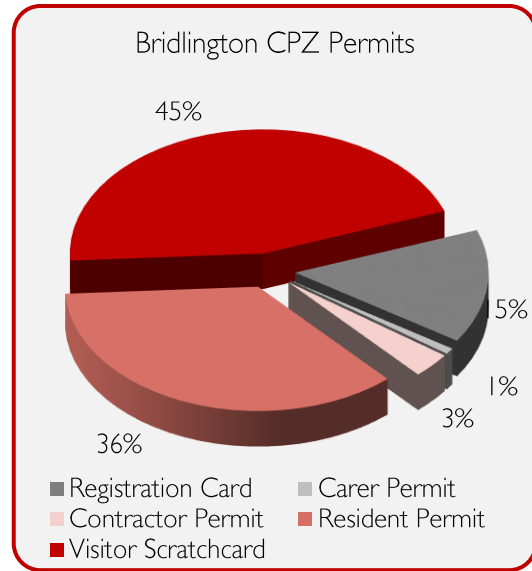
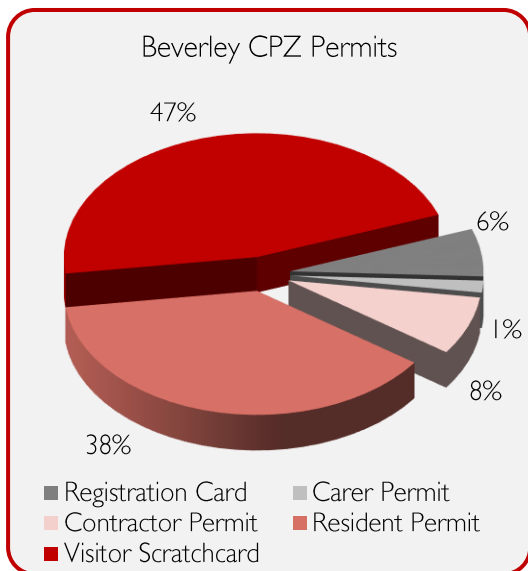


3.3. CONTROLLED PARKING ZONES (CPZs)

CPZ Permits and Scratchcards Issued during 2016-17

Permits	Beverley	Bridlington	Howden	Total
Registration Card	140	334	5	479
Carer Permit	35	18	1	54
Contractor Permit	172	74	-	246
Resident Permit	858	808	106	1,772
Visitor Scratchcard	1,050	1,024	-	2,074
Total	2,255	2,258	112	4,625

Permits and Scratchcards by CPZ Location



The costs of administering the CPZ schemes within the East Riding are set out below, along with the levels of income received from permits and penalty charge notices.

CPZ Investment Calculation 2016-17

	Beverley	Bridlington	Howden	Total
Income	£	£	£	£
Permit Income	75,500	60,200	6,900	142,600
CPZ related PCNs	51,200	32,500	13,800	97,500
Total Income	126,700	92,700	20,700	240,100
Expenditure				
Maintenance *	35,200	40,000	8,400	83,600
Customer Service Centre Administration	2,700	3,600	-	6,300
Operational Parking Administration	36,000	42,100	1,700	79,800
Enforcement	42,300	32,700	7,100	82,100
Total Expenditure	116,200	118,400	17,200	251,800
CPZ (Surplus)/Deficit	(10,500)	25,700	(3,500)	11,700

*The CPZ annual maintenance costs have been calculated using a whole life cost approach.

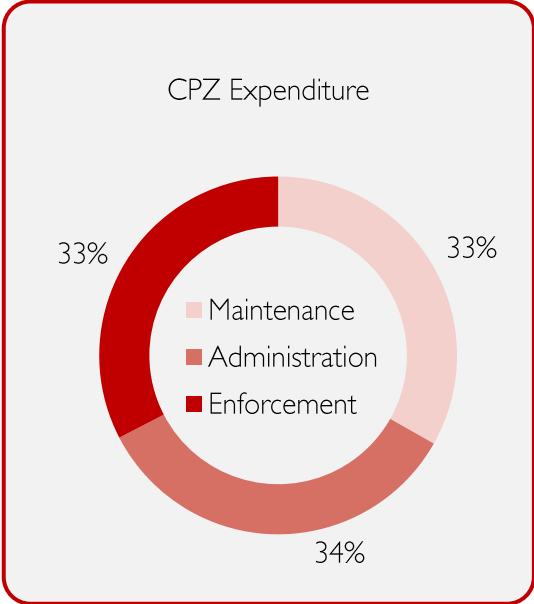
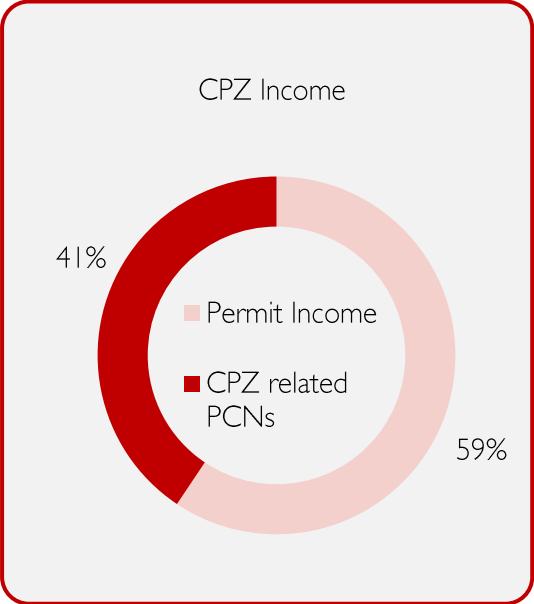
Although a proportion of the road is restricted in terms of normal highways use, having been set aside for car parking- predominantly for residents use, the level to which this is included within the above costs is under consideration.

CPZ Annual Maintenance Calculation

	Beverley	Bridlington	Howden	Total
*Maintenance	£	£	£	£
Road Marking	7,600	8,400	1,700	17,700
Kerbing	1,900	2,500	500	4,900
Safety Inspection	100	100	-	200
CPZ Signage	2,000	2,100	400	4,500
Total Maintenance	11,600	13,100	2,600	27,300
**Road Maintenance	23,600	26,900	5,800	56,300
Total Maintenance incl*	35,200	40,000	8,400	83,600

** Represents the annual depreciation of 40% road costs for the areas set aside for parking within CPZ areas. In addition, the above costs do not take into account the element of costs associated with implementing CPE enforcement within the zones.

These have now moved into an overall imbalance, with costs exceeding income by £11.7k.



4 FINANCIAL REPORTING 2016/17

4.1. FINANCIAL SUMMARY

The overall car parking budget consists of income from on-street and off-street pay & display bays, permits, parking dispensations and suspensions, and Penalty Charge Notices for both on-street and off-street enforcement.

Civil Parking Enforcement activities are funded from income derived from on-street parking dispensations and waivers and Penalty Charge Notices for both on-street and off-street enforcement. The recommended government objective was that Civil Parking Enforcement should seek to be self-sustaining with expenditure covered by the income from enforcement. However as the ultimate objective for enforcement is 100% compliance with no requirement for the issue of penalty charge notices, the Government has accepted that this may not be immediately achievable. The government requires accounts to be published setting out income and expenditure from on-street car parking with clarity for the costs of enforcement for Controlled Parking Zones and other on-street car parking.

All charges for pay and display tickets and permits are set through Member approval. The Council has no control over the Penalty Charge Notices, as these are statutory charges set by Central Government.

Legislation prescribes how the Council can use income from on-street parking, after covering the costs of:

- Operating and maintaining on-street and off-street parking facilities
- Maintaining any on-street and off-street parking restrictions
- Operating on-street and off-street enforcement activities
- Operating and maintaining any Controlled Parking Zones and parking permit, dispensation or waiver schemes
- Providing any additional on-street or off-street parking facilities
- Repaying the initial costs of establishing CPE

The use of any surplus arising after the cost of operating and enforcing on-street parking and off-street enforcement, is restricted to a number of uses as set out below:

- Providing and maintaining parking facilities
- Public transport schemes
- Highway and transport improvements
- Environmental Improvements

Within the East Riding, the Council has determined that in the event of any surplus arising, after covering the cost of providing, maintaining and improving car parking facilities, that it should be used together with the Highways budget to contribute towards highways improvement schemes.

These restrictions on the use of any surplus do not apply to the surplus income from off-street parking. Any surplus income from off-street car parks, after deducting any expenditure or income associated with running costs and enforcement can be used for corporate purposes. This is because the net income from car parks is deemed to be in the nature of a commercial operation where the land could be used for alternative development. However, within the East Riding, the Council has previously approved that any surplus generated from the Council's car parking activities contributes to the overall provision of the budget for specific highway improvements.

The income and expenditure for parking services for the financial year 2016-17 is shown on the following page. The comparative figures for 2013-14, 2014-15 and 2015-16 are also shown.



Parking Account as Required by S.55 of the Road Traffic Regulation Act 1984
(As Amended) †¹

	2013/2014	2014/2015	2015/2016	2016/2017
	£ 000's	£ 000's	£ 000's	£ 000's
On Street				
Pay & Display/Meters	605	615	676	722
Permits	109	124	129	144
Other non-PCN Income	-	-	-	-
PCN Income	492	342	320	340
Total Income	1,206	1,081	1,125	1,206
Total Expenditure † ¹	975	894	830	894
On Street (Surplus)/Deficit	(231)	(187)	(295)	(312)
Off Street				
Pay & Display/Meters	1,602	1,547	1,645	1,769
Permits	180	185	191	222
Other non-PCN Income	36	13	95	49
PCN Income	156	159	168	118
Total Income	1,974	1,904	2,099	2,158
Total Expenditure † ²	1,517	1,654	2,242	1,515
Off Street (Surplus)/Deficit	(457)	(250)	143	(643)
Total On & Off Street				
Total Income	3,180	2,985	3,224	3,364
Total Expenditure	2,492	2,548	3,072	2,409
(Surplus)/Deficit	(688)	(437)	(152)	(955)
Parking Surplus As S.55 of the regulations. Car parking surplus has been applied to Highways & Transport improvements costs. † ³	688	437	152	955

†¹ The income and expenditure of local authorities in connection with their on street charging and their on and off street enforcement activities are governed by S.55 of the RTRA 1984 (as amended). This means that all income and expenditure as an enforcement authority in respect of off-street parking places is covered by S.55.

†² Expenditure figures shown include the actual maintenance on car parks. As car parks have a limited lifespan, the costs of depreciation should be recovered to enable reinvestment, as such the preferred annual investment is estimated at £0.863m for on street and off street car parks and £0.084m for Controlled Parking Zone areas.

†³ The majority of the parking surplus, excluding enforcement, arises from off street parking and is therefore not governed by the restrictions under S.55, other than the enforcement element. The surplus has been used for maintenance and improvements to the highway, these works are shown in Appendix E.

4.2. PARK & RIDE

The authority operates one park & ride facility located on the south side of Bridlington which opened in April 2011. The park & ride in Bridlington provides long stay car parking spaces on the edge of town and has alleviated some of the high demand on parking within the town centre over the summer period. There are over 1,000 spaces including 50 disabled spaces. The park & ride site is open from March through to October, tickets cost £4 and include return transport into Bridlington.



The income and expenditure from the park & ride facility is shown below:

	2013/2014	2014/2015	2015/2016	2016/2017
	£ 000's	£ 000's	£ 000's	£ 000's
Total Income (a)	180	173	200	226
Total Expenditure (b)	135	232	218	223
(Surplus)/Deficit (a-b)	(45)	59	18	(3)

5 FUTURE DEVELOPMENTS/INITIATIVES

5.1. FUTURE DEVELOPMENTS

The Council is committed to continually review its services to ensure its car parking provision continues to meet the needs of businesses, commuters, shoppers and tourists and proposes to:

- Review the current payment methods in order to improve convenience at all paid for parking locations, including contactless payment and mobile phone cashless parking.
- Continue to collect and review data on car park occupancy to refine car parking provision.
- Review and amend if necessary the number of spaces and durations of stay within car parks to improve utilisation and turnover.
- Evaluate the use of permits and further consider expanding the provision by introducing flexible permits aimed at part-time workers.
- Develop a policy to ensure that the process used for offering parking at no charge for events is supported by the associated service areas and is fair and defensible.
- The provision of coach parking be further reviewed in order to ensure the Council is providing the appropriate number of spaces.



APPENDIX A: CAR PARK SPACES BY LOCATION (ON & OFF STREET)

Type	Car Park	Total Spaces Inc Dis	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Pay by Phone	Band ²	On/Off Street
ANLABY													
LS	Hull Road	64	2	-	✓	✓						Free	Off
SS	Wilson Street	28	1	-	✓							Free	On
BEVERLEY													
SS	Butcher Row	84	5	-	✓			✓			✓	2a	Off
SS	Saturday Market	108	10	-	✓						✓	3	On
MS	North Bar Within	74	4	-							✓	2	On
MS	Spencer Street	38	1	-				✓			✓	2a	Off
MS	Lord Roberts Road ³	118	2	-							✓	2	Off
MS	Princes Gardens ³	71	2	-				✓	✓		✓	2	Off
LS	Grovehill Road ³	130	5	-				✓			✓	1	Off
MS	East Riding Leisure Beverley	211	9	-					✓			3	Off
MS	Grayburn Lane	110	8	-					✓		✓	3	Off
LS	Grayburn Lane	123	-	-	✓				✓		✓	3	Off

² Details of prices shown in section 2.2.

³ Saturday parking only.

Type	Car Park	Total Spaces Inc Dis	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Pay by Phone	Band ²	On/Off Street
MS	School Lane	27	1	7				✓	✓		✓	3	Off
LS	School Lane	194	2	-				✓	✓		✓	3	Off
LS	Trinity Lane	164	4	-				✓	✓		✓	2	Off
LS	George Street	80	1	-				✓			✓	3	Off
LS	Norwood	72	2	-							✓	2	On
BRIDLINGTON													
SS	Albion Terrace/Royal Crescent/Carlisle Road	54	-	-							✓	2	On
MS	Palace	222	9	-	✓	✓	✓		✓	✓	✓	2a	Off
MS	East Riding Leisure Bridlington	126	10	-	✓			✓	✓			3	Off
LS	Nelson Street	20	1	-							✓	2	Off
MS	North Street	51	2	-	✓						✓	2	Off
MS	Stepney Grove	39	1	-								Free	Off
LS	Moorfield Road	617	16	-		✓		✓	✓		✓	2	Off
LS	Flamborough Road	85	3	-		✓					✓	1	Off
LS	Hilderthorpe Road	77	4	70		✓					✓	1	Off
LS	Langdale Wharf	90	4	-	✓			✓	✓	✓	✓	3	Off
LS	North Marine Drive	157	8	-							✓	3/2 ⁴	On

⁴ Summer season band 3, winter season band 2.

Type	Car Park	Total Spaces Inc Dis	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Pay by Phone	Band ²	On/Off Street
LS	South Marine Drive	140	-	-				✓	✓		✓	3/2 ⁴	On
LS	South Cliff Park & Ride ⁵	1020	50	-				✓	✓			P&R	Off
LS	Danes Dykes	250	-	-								1	Off
LS	South Landing, Flamborough	150	-	Yes							✓	1	Off
LS	Flamborough Head	150	-	Yes	✓						✓	1	Off
LS	Limekiln Lane	1,500	-	-							✓	1	Off
LS	Sewerby (picnic)	500	-	-								1	Off
BROUGH													
LS	Brough Haven	15	-	-					✓			Free	Off
COTTINGHAM													
LS	King Street	145	6	-	✓				✓			Free	Off
SS	Market Green	66	4	-	✓							Free	On
LS	Kingtree	67	2	-								Free	Off
DRIFFIELD													
SS	Cross Hill	68	4	-	✓			✓	✓		✓	3	Off
SS	Beckside	41	5	-							✓	2a	Off
LS	Beckside	39	-	-							✓	2a	Off

⁵ Park & Ride tickets cost £4.00 including transport into Bridlington and the return trip.

Type	Car Park	Total Spaces Inc Dis	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Pay by Phone	Band ²	On/Off Street
LS	Eastgate	134	6	2								Free	Off
GOOLE													
SS	Wesley Square	121	12	-	✓			✓			✓	2a	On
LS	Estcourt Street	121	6	-								Free	Off
LS	East Riding Leisure Goole	86	2	-		✓						Free	Off
LS	Burlington Crescent	48	1	-								Free	Off
HEDON													
SS	Iveson Close	77	2	-								Free	Off
SS	Church Lane	23	2	-								Free	Off
SS	Magdalen Gate	16	1	-								Free	Off
LS	Thorn Road	40	2	-								Free	Off
HESSLE													
LS	Foreshore Car Parks	107	-	-								Free	Off/On
LS	The Square (Off street)	35	3	-								Free	Off
SS	The Square (On street)	19	-	-								Free	On
LS	Swinegate	189	6	-			✓					Free	Off
HORNSEA													
LS	East Riding Leisure Hornsea	98	9	-	✓						✓	2a	Off
LS	Eastgate	107	2	-							✓	1	Off

Type	Car Park	Total Spaces Inc Dis	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Pay by Phone	Band ²	On/Off Street
LS	Broadway	97	5	-							✓	1	Off
LS	Sands Lane	100	5	-							✓	1	Off
SS	Newbegin	41	2	-							✓	2a	Off
MS	Newbegin	9	-	-							✓	2a	Off
LS	Morrow Avenue	54	4	-								Free	Off
LS	Mappleton	32	2	-								Free	Off
LS	Burton Road	200	-	-								Free	Off
HOWDEN													
LS	Bishops Manor House	80	2	-							✓	2	Off
SS	Hailgate	35	3	-				✓			✓	2	Off
LS	Hailgate	37	1	-				✓			✓	2	Off
MARKET WEIGHTON													
LS	Finkle Street	13	1	-								Free	Off
POCKLINGTON													
LS	West Green	45	2	-								Free	Off
LS	Railway Station (Front)	24	6	-	✓							Free	Off
LS	Railway Station (Rear)	46	2	-								Free	Off
SOUTH CAVE													
LS	Church Street	15	1	-								Free	Off

Type	Car Park	Total Spaces Inc Dis	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Pay by Phone	Band ²	On/Off Street
STAMFORD BRIDGE													
LS	Viking Road	50	3	-								Free	Off
WILLERBY													
LS	Willerby Square	101	5	-	✓							Free	Off
WITHERNSEA													
LS	Market	110	7	3								Free	Off
LS	Lee Avenue	33	1	-								Free	Off
Total Capacity		9,728	304	82									

APPENDIX B: TICKET SALES 2016-17 BY CAR PARK

	Ticket Duration					Total
	30 mins	1 Hour	2 Hrs	3 Hrs	4 Hrs / All Day	
Beverley						
Beverley Leisure Complex	-	8,000	14,300	7,500	50,000	79,800
Butcher Row	23,000	57,600	65,000	-	-	145,600
George Street	-	700	2,000	700	1,600	5,000
Grayburn Lane	-	7,000	26,000	11,000	19,000	63,000
Grovehill	-	100	200	200	300	800
Lord Roberts Road	-	1,300	4,000	4,000	1,100	10,400
North Bar Within	-	16,500	24,000	15,900	4,400	60,800
Norwood	-	2,800	4,400	3,000	9,300	19,500
Princes Gardens	-	600	1,400	1,200	300	3,500
Saturday Market	17,300	62,400	67,500	-	-	147,200
School Lane	-	2,400	12,800	8,100	24,200	47,500
Spencer Street	6,800	16,400	15,200	6,700	4,600	49,700
Trinity Lane	-	2,700	5,200	7,100	28,300	43,300
Beverley Total	47,100	178,500	242,000	65,400	143,100	676,100
Bridlington						
Albion Terrace	-	300	3,000	-	-	3,300
Beaconsfield	-	1,200	4,500	5,300	14,300	25,300
Beck Hill	500	1,700	3,500	-	-	5,700
Carlisle Road	-	1,400	9,000	-	-	10,400
Danes Dyke	-	6,200	7,200	4,000	3,600	21,000
Flamborough Head	-	20,600	20,700	9,900	6,900	58,100
Flamborough Road	-	400	1,800	2,800	10,300	15,300
Hilderthorpe Road	-	100	600	1,400	10,100	12,200
Langdale Wharf	-	5,100	16,800	7,100	21,400	50,400
Leisure World	-	7,200	16,300	38,400	32,400	94,300
Limekiln Lane	-	3,500	3,200	3,200	10,800	20,700
Moorfield Road	-	400	1,800	4,200	11,000	17,400
Nelson Street	-	500	700	1,000	2,700	4,900
North Marine Drive	-	7,900	12,200	5,900	11,000	37,000

	Ticket Duration					Total
	30 mins	1 Hour	2 Hrs	3 Hrs	4 Hrs / All Day	
North Street	-	3,400	6,200	6,500	3,400	19,500
Palace	-	27,300	33,600	21,800	17,400	100,100
Royal Crescent	-	700	4,200	-	-	4,900
Sewerby (picnic)	-	5,400	4,000	2,700	5,700	17,800
South Cliff Park & Ride	-	-	-	-	49,600	49,600
South Landing	-	2,700	2,800	1,500	1,700	8,700
South Marine Drive	-	6,500	12,100	6,300	10,800	35,700
Bridlington Total	500	102,500	164,200	122,000	223,100	612,300
Driffield						
Beckside	38,600	13,000	8,700	1,500	1,100	62,900
Cross Hill	144,500	9,100	10,700	-	100	164,400
Driffield Total	183,100	22,100	19,400	1,500	1,200	227,300
Goole						
Wesley Square	157,100	30,000	14,500	-	-	201,600
Goole Total	157,100	30,000	14,500	-	-	201,600
Homsea						
Broadway	-	1,000	3,300	3,300	3,900	11,500
Eastgate	-	1,800	3,600	3,000	3,200	11,600
Leisure Centre	-	13,100	16,700	7,800	22,600	60,200
Newbegin	58,400	6,000	3,800	1,000	600	69,800
Sands Lane	-	2,000	3,400	2,300	1,800	9,500
Homsea Total	58,400	23,900	30,800	17,400	32,100	162,600
Howden						
Bishops Manor Hse	2,400	600	1,400	1,500	700	6,600
Hailgate	4,300	1,200	4,800	1,700	1,800	13,800
Howden Total	6,700	1,800	6,200	3,200	2,500	20,400
Total	452,900	358,800	477,100	209,500	402,000	1,900,300

APPENDIX C : BREAKDOWN OF PCNs ISSUED IN 2016-17

Description		Total
On Street - Higher Level Contraventions		4,826
01	Parked in a restricted street during prescribed hours	1,904
02	Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force	638
12	Parked in a residents' or shared use parking place or zone without clearly displaying either a permit or voucher or pay and display ticket issued for that place	20
16	Parked in a permit space without displaying a valid permit	129
20	Parked in a part of a parking place marked by a yellow line where waiting is prohibited	5
21	Parked in a suspended bay or space or part of bay or space	127
23	Parked in a parking place or area not designated for that class of vehicle	207
25	Parked in a loading place during restricted hours without loading	556
26	Parked in a special enforcement area more than 50 cm from the edge of the carriageway and not within a designated parking place	6
27	Parked in a special enforcement area adjacent to a dropped footway	141
40	Parked in a designated disabled person's parking place without displaying a valid disabled person's badge in the prescribed manner	716
42	Parked in a parking place designated for police vehicles	2
45	Parked on a taxi rank	113
46	Stopped where prohibited (on a red route or clearway)	108
47	Stopped on a restricted bus stop or stand	58
48	Stopped in a restricted area outside a school when prohibited	21
61	A heavy commercial vehicle wholly or partly parked on a footway, verge or land between two carriageways	0
62	Parked with one or more wheels on or over a footpath or any part of a road other than a carriageway	43
99	Stopped on a pedestrian crossing or crossing area marked by zigzags	32

On Street - Lower Level Contraventions		5393
04	Parked in a meter bay when penalty time is indicated	1
05	Parked after the expiry of paid for time	309
06	Parked without clearly displaying a valid pay & display ticket or voucher	977
11	Parked without payment of the parking charge	0
19	Parked in a residents' or shared use parking place or zone displaying an invalid permit, an invalid voucher or an invalid pay & display ticket	1
22	Re-parked in the same parking place or zone within one hour or other specified time of leaving	37
24	Not parked correctly within the markings of the bay or space	820
30	Parked for longer than permitted	3,248
63	Parked with engine running where prohibited	0

Off Street - Higher Level Contraventions		382
70	Parked in a loading area during restricted hours without reasonable excuse	1
81	Parked in a restricted area in a car park	115
85	Parked in a permit bay without clearly displaying a valid permit	1
87	Parked in a designated disabled person's parking place without displaying a valid disabled person's badge in the prescribed manner	216
89	Vehicle parked exceeds maximum weight and/or height/length permitted in the area	4
91	Parked in a car park or area not designated for that class of vehicle	40
92	Parked causing an obstruction	5

Off Street - Lower Level Contraventions		3,170
73	Parked without payment of the parking charge	0
80	Parked for longer than the maximum period permitted	2
82	Parked after the expiry of paid for time	603
83	Parked in a car park without clearly displaying a valid pay & display ticket or voucher or parking clock	2,298
84	Parked with additional payment made to extend the stay beyond time first purchased	2
86	Parked beyond the bay markings	255
90	Re-parked in the same car park within one hour after leaving	1
93	Parked in car park when closed	9

Total On & Off Street		13,771
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Town / Village	Numbers Issued
Anlaby	38
Anlaby Common	5
Beverley	5,188
Bishop Burton	1
Bridlington	3,928
Brough	107
Bubwith	4
Burstwick	5
Carnaby	22
Cottingham	290
Driffield	656
Elloughton	2
Flamborough	128
Goole	921
Hedon	102
Hessle	456
Horsea	366
Howden	641
Hutton Cranswick	1
Kirk Ella	18
Market Weighton	80
Melton	1
Molescroft	19
Nafferton	2
North Cave	5
North Ferriby	2
Patrington	3
Pocklington	460

Town / Village	Numbers Issued
Preston	1
Rawcliffe	1
Sewerby	2
Skipsea	3
Snaith	33
South Cave	17
Stamford Bridge	31
Swanland	22
Willerby	119
Wilsthorpe	47
Withemsea	42
Woodmansey	2
Total	13,771

Top 10 PCN issuance by location.

Location	Numbers Issued
Saturday Market Car Park, Beverley	853
East Riding Leisure Beverley Car Park	495
East Riding Leisure Bridlington Car Park	389
Wednesday Market Car Park, Beverley	355
Grayburn Lane Car Park (Medium Stay)	300
Market Place, Howden	283
Wesley Square, Goole	283
Butcher Row Car Park, Beverley	278
South Marine Drive, Bridlington	231
Palace Car Park, Bridlington	228
Total	3,695

APPENDIX D: TOTAL COST OF ENFORCEMENT ACTIVITY

The table below shows the total cost of enforcement and the total income from Penalty Charge Notices.

Total Costs of Enforcement Activity and PCN Income

	2013-14	2014-15	2015-16	2016-17
Income	£000's	£000's	£000's	£000's
PCN Income	648	500	488	426
Total Income	648	500	488	426

Expenditure	£000's	£000's	£000's	£000's
Operational Enforcement	758	678	656	638
Transport	34	34	24	71
Supplies	209	131	73	85
Support Services	109	137	133	127
Other Expenditure	10	30	105	88
Total Expenditure	1,120	1,010	991	1,009

Enforcement (Surplus)/Deficit	472	510	503	583
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APPENDIX E: USE OF CAR PARKING SURPLUS

The table below shows the list of Highways maintenance schemes undertaken using the surplus generated from car parking income.

Location	Ward	Cost £ 000's
Beverley Road, Middleton On The Wolds	Beverley Rural	27
Middleton Road, Lund	Beverley Rural	21
High Street, Boynton	Brid Central and Old Town	32
Roseberry Avenue, Bridlington	Bridlington South	7
Dunswell Road, Cottingham	Cottingham North	36
New Village Road, Cottingham	Cottingham North	19
Golf Links Road, Cottingham	Cottingham South	13
Brantingham Road, Ellerker	Dale	18
Garton Slack, Garton On The Wolds	Driffield and Rural	51
Wansford To Brigham Quarry, Wansford	East Wolds and Coastal	46
Skipsea Lane, Ulrome	East Wolds and Coastal	23
Main Street, Lowthorpe	East Wolds and Coastal	28
Burton Road, Kilham	East Wolds and Coastal	19
Back Street, Langtoft	East Wolds and Coastal	7
Hull Road, Hessle	Hessle	16
New Welham Bridge, Spaldington	Howdenshire	25
Gallows Bridge Road, Flinton	Mid Holderness	10
Hull Road, Aldbrough	Mid Holderness	50
Roos Road, Garton	Mid Holderness	38
Yapham Road, Pocklington	Pocklington Provincial	28
Feoffee Common Lane, Barmby Moor	Pocklington Provincial	25
Moor Lane, Stamford Bridge	Pocklington Provincial	13
Drax Road, Airmyn	Snaith, Airmyn, Rawcliffe and Marshland	48
Main Street, Welwick	South East Holderness	24
South Lawn Way, Melton	South Hunsley	22
From Maddalene Lane To B1242, Hedon	South West Holderness	42
Magdalen Lane, Hedon	South West Holderness	20
Brevere Road, Hedon	South West Holderness	8
Hull Road, Anlaby Common	Tranby	15
Tranby Lane, Swanland	South Hunsley	21
Aston Road, Willerby	Willerby and Kirk Ella	7

Location	Ward	Cost £,000's
Kilnwick Percy Hill, Kilnwick Percy	Wolds Weighton	24
Bumby Road, Nunburnholme	Wolds Weighton	27
Bailey Lane, Warter	Wolds Weighton	28
Beverley Road, Wetwang	Wolds Weighton	36
Garton Road, Wetwang	Wolds Weighton	47
Main Street, Bolton	Wolds Weighton	35

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