

ANNUAL PARKING REPORT 2018/2019



EAST RIDING
OF YORKSHIRE COUNCIL

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ANNUAL PARKING REPORT

2018 / 2019

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EAST RIDING OF YORKSHIRE



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INTRODUCTION & CONTEXT

1.1 INTRODUCTION

This Annual Parking Report provides an overview of the car parking and enforcement services during the financial year 1 April 2018 to 31 March 2019. Under the Traffic Management Act 2004, the Council is required to publish its annual parking accounts, from the previous financial year. This annual report also provides financial and statistical information on parking income, 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.

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.



1.2 THE EAST RIDING OF YORKSHIRE

The East Riding of Yorkshire has a growing population of approximately 339,614¹ 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 35,200² with other major settlements including Beverley (30,600), Goole (20,800) 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 over half a million journeys every day. 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 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.



¹ 2018 ONS Statistics Mid-Year Estimates

² 2011 Census

1.3 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 65 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.



I.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.

I.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 de-criminalising 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 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:

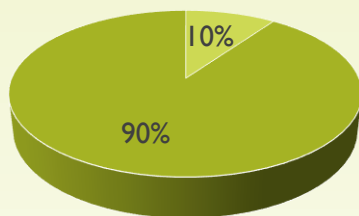
<http://www2.eastriding.gov.uk/EasySiteWeb/GatewayLink.aspx?alid=109235>

2 CAR PARK CAPACITIES AND FACILITIES

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

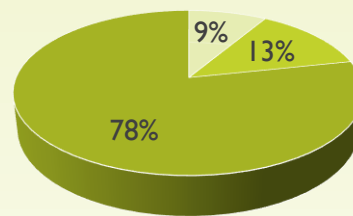
The Council operates 65 off-street car parks within the East Riding along with a large number of on-street parking facilities with a combined capacity of over 9,500 spaces. The proportion of off-street to on-street car parking spaces and the proportion of the short, medium and long stay permitted durations are illustrated below.

On Street / Off Street Spaces



■ On Street ■ Off Street

Spaces by Car Park Type



■ Short Stay ■ Medium Stay ■ Long Stay



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 Hours 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



An East Riding wide daily ticket is also available 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.

2.3 CONTACTLESS PAYMENT

The parking machines located at East Riding Leisure Bridlington offer customers a further method of payment. The 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.

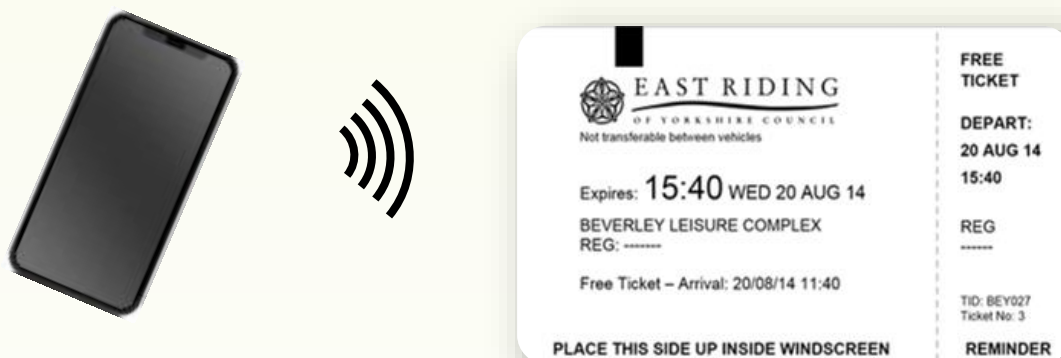
These machines will be closely monitored to determine whether this payment type is popular and would benefit other parking locations.



2.4 PAYMENT BY MOBILE PHONE

Payment by mobile phone is now available at all car parks in the East Riding except for East Riding Leisure Beverley and East Riding Leisure Bridlington. 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.



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

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

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

2.6 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.

2.7 COACH PARKING

The Council provides some dedicated coach parking facilities to reduce the number of coaches waiting at unsuitable locations and causing congestion on town centre roads. A table listing the charges for dedicated coach parking is shown below.



Location	3 Hours	Half Day (5 Hours)	All Day
	Summer/Winter	Summer/Winter	Summer/Winter
School Lane, Beverley	-	£5.50	£9.00
Limekiln Lane, Bridlington	£4.00 / £3.00	£6.00 / £4.50	£10.00 / £7.50
South Landing, Flamborough	-	-	£7.50
Flamborough Head, Flamborough	-	-	£7.50
Eastgate, Driffield	Free	Free	Free
Market, Withernsea	Free	Free	Free



2.8 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. On the following page an estimate is provided 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 have a valid permit (a list of available permits is given in section 2.10).

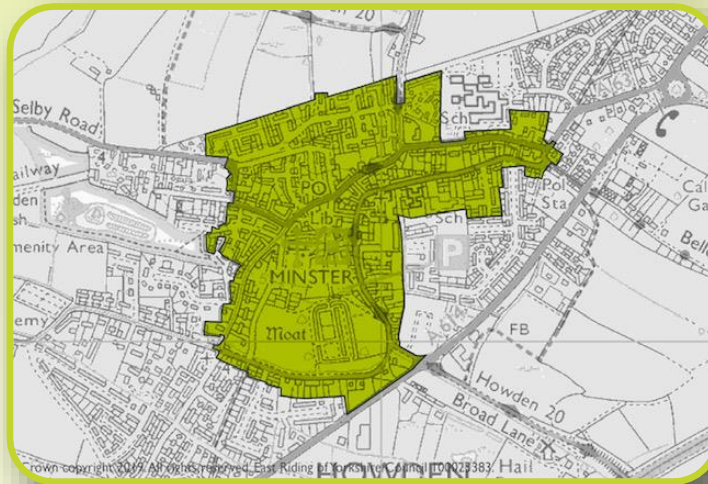
For more information regarding Controlled Parking Zones within the East Riding of Yorkshire, please refer to the relevant section of the Council's website using the link below:



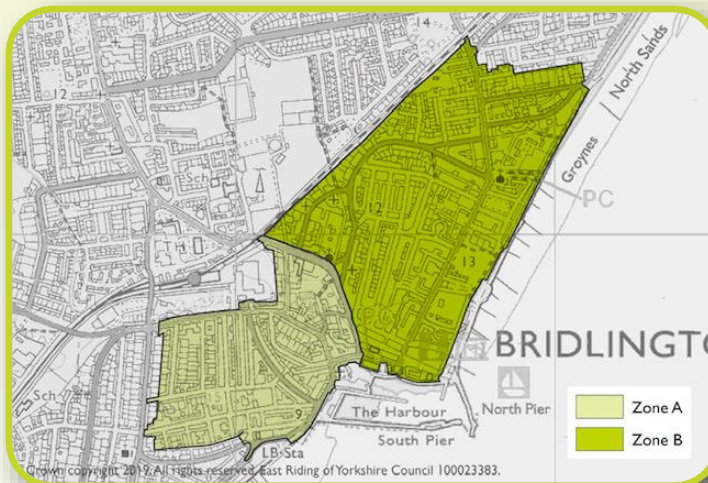
<http://www2.eastriding.gov.uk/environment/roads-streets-traffic-and-parking/parking/restricted-parking-areas-cpz-and-rps/controlled-parking-zones-cpz/>

2.9 CPZ MAPS

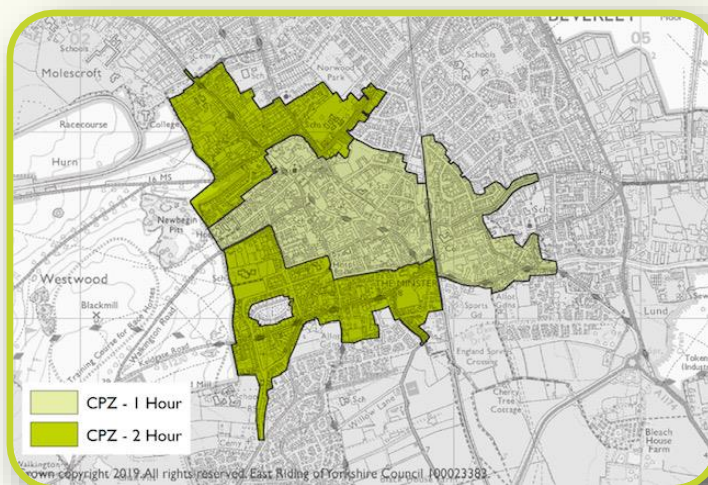
Howden CPZ – estimated 450 spaces



Bridlington CPZ – estimated 2,303 spaces



Beverley CPZ – estimated 1,730 spaces



2.10 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

The council provides virtual parking permits for residents within CPZs who receive visitors. These are issued in bundles of permits valid for 35 individual days and each household is entitled to ten bundles a year.

Residents must login to the virtual permit system to stipulate which vehicle registration the permit applies to at any given time, and activate the required amount of permits to cover the parking period through their MiPermit account.

Contractor Permits

Permits are conditionally available to contractors working on properties and businesses 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.

All permits including daily permits are available via the MiPermit website. Full details of all permits and how to apply for them are available on the Council's website via the following link:

<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 Second Permit	Carer Permit
Anlaby	£10.00	n/a	n/a
Beverley	£30.00	£105.00	£30.00
Bridlington	£25.00	£25.00	£25.00
Brough	£15.00	n/a	n/a
Hessle	£10.00	n/a	n/a
Howden	£35.00	£35.00	£35.00
Willerby	£10.00	n/a	n/a

Visitor/Contractor Permit Costs by Geographical Area

Location	Visitor Registration Card	Visitor Scratchcards (per book of 10)	Virtual Visitor Permits (35 days)	Contractors Permit
Beverley Bridlington Howden	£15.00	£10.00	£5.00	1 Day £10.00 1 Week £20.00 1 Month £35.00 1 Year £105.00
Brough (visitor permit)	£15.00			

2.11 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, Butcher 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
Limekiln Lane Car Park, Bridlington, YO15 2LX

Driffield

Cross Hill Car Park, 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

2.12 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. 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.

2.13 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
Bridlington	Flamborough Head
Cottingham	King Street
Cottingham	Kingtree
Cottingham	Market Green
Driffield	Cross Hill
Goole	Wesley Square
Hornsea	Leisure Centre
Pocklington	Railway Station
Willerby	Willerby Square



2.14 ELECTRIC CHARGING POINTS

Charging points for electric vehicles have been installed at five Council operated car parks. The chargers were funded through the Council's Local Transport Plan and reflect the Council's ongoing commitment to supporting more trips using sustainable transport. Electric vehicles produce no harmful emissions in operation, making them a greener and cheaper alternative to a diesel or petrol vehicle.

Charging points are located at the following car parks

-  Swinegate Car Park, Hessle
-  Cross Hill Car Park, Driffield
-  Palace Car Park, Bridlington
-  East Riding Leisure Car Park, Withernsea
-  West Green Car Park, Pocklington

Additional chargers will be installed in Howden, Goole, Hornsea, Market Weighton and Hedon by 2021. 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 has published a Public Electric Vehicle Infrastructure Strategy as part of the Local Transport Plan. This includes a programme of funding for an expansion of a basic network of fast EV chargers in public car parks within major settlements.



2.15 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 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 the reception to claim a refund of up to 3 hours parking charge against a service. This service is operated in the Leisure Centre and Flamborough Road car parks.

Members of the leisure centres can purchase a virtual parking permit for a one-off fee of £5 that lasts the duration of their membership. It allows the user to park for free up to the maximum parking duration without having to put a ticket in their car.

2.16 CHRISTMAS PARKING



Free parking was approved again at all council-run car parks during the four weekends running up to Christmas 2018. This popular scheme has now been implemented for nine consecutive years to help shoppers and local business in the run up to Christmas. The start of the 2018 scheme also coincided with the national 'Small Business Saturday' which aims to promote the importance of small and independent traders.

2.17 REMEMBRANCE DAY PARKING



In 2018, to commemorate the 100th anniversary of the signing of the Armistice, all parking across the East Riding was free on Sunday 11th November.

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.

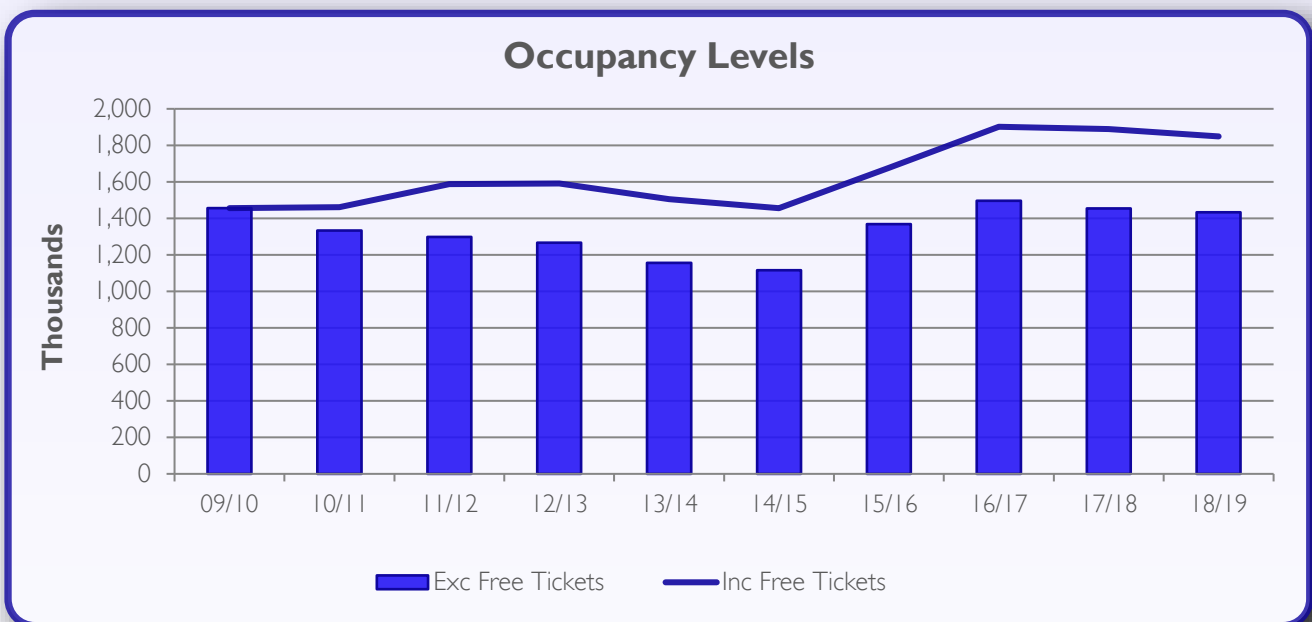
3 STATISTICAL REPORTING

3.1 TICKET UTILISATION INFORMATION

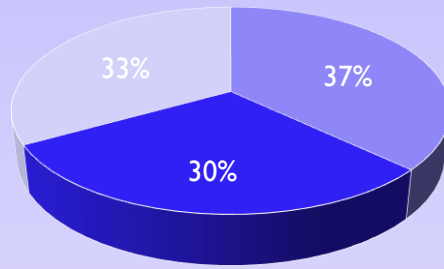
Over the past few years ticket numbers have stabilised at approximately 1.8 million and of these 1.4 million were chargeable. The emphasis on recent years has been to provide alternative methods of payment to give more flexibility when purchasing tickets for car parking.



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 2018/19 by car park is shown in Appendix B. The following charts illustrate the distribution of tickets by duration and location.

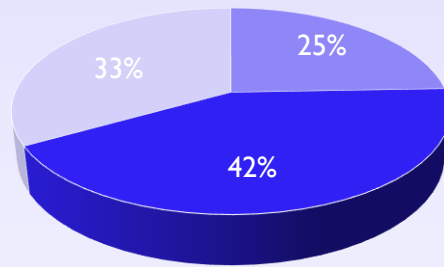


Tickets By Location



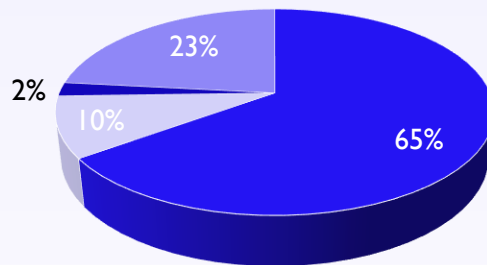
■ Beverley ■ Bridlington ■ Other Towns

Tickets By Duration



■ 1st Half Hour ■ Up to 2 hrs ■ Over 2 hrs

Payment Type



■ Coin ■ Card ■ Phone ■ Free



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.

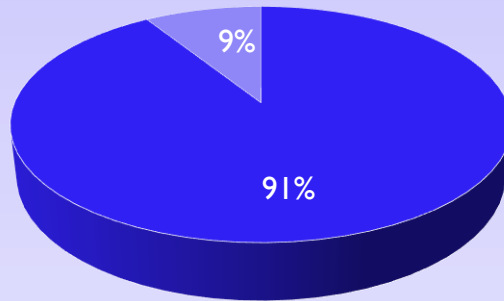
The table below shows the provisional figures submitted to the Department for Transport, as of the 30 September 2019, for the number of PCNs issued over the last financial year 2018/19.

Description		2015/16 Total	2016/17 Total	2017/18 Total	2018/19 Total
1	Total volume of PCNs issued	12,780	13,800	17,405	18,695
2	Volume of high level PCNs issued	4,850	5,237	6,179	6,560
3	Volume of lower level PCNs issued	7,930	8,563	11,226	12,135
4	Volume of Regulation 9 PCNs issued	12,778	13,771	17,385	18,642
5	Volume of Regulation 10 PCNs issued	2	29	20	53
6	Volume of PCNs issued On Street	8,218	10,209	13,062	13,811
7	Volume of PCNs issued Off Street	4,562	3,591	4,343	4,884
8	Volume of warning notices issued On Street	33	120	39	195
9	Volume of warning notices issued Off Street	57	63	11	25
10	Volume of PCNs paid	10,579	11,656	14,772	16,124
11	Volume of PCNs paid at the discounted rate	8,652	9,520	12,142	13,445
12	Volume of PCNs paid before Charge Certificate (within 56 days)	1,158	1,332	1,706	1,739
13	Volume of PCNs paid after the Charge Certificate served	769	804	924	940
14	Volume of Charge Certificates registered	1,943	1,640	2,176	2,158
15	Volume of Warrants of Execution issued	2,188	1,307	1,703	1,590
16	Volume of PCNs cancelled	1,369	1,087	1,691	1,194
17	Volume of PCNs written off	222	454	28	1

	Description	2015/16 Total	2016/17 Total	2017/18 Total	2018/19 Total
18	Volume of PCNs resulting in informal challenge	3,209	2,903	3,363	3,692
19	Volume of informal challenges which resulted in cancellation of the PCN	1,180	875	837	928
20	Volume of informal challenges which resulted in rejection of the challenge	2,029	2,028	2,526	2,764
21	Volume of PCNs resulting in a formal representation	561	450	629	554
22	Volume of formal representations which resulted in cancellation of the PCN	272	209	282	266
23	Volume of formal representations which result in a Notice of Rejection	289	241	347	288
24	Volume of appeals at the Traffic Penalty Tribunal	86	91	115	87
24a	Of which were allowed	32	39	43	29
24b	Of which were dismissed	32	38	37	21
24c	Of which a consent order was applied	0	0	5	2
24d	Of which were not contested	22	14	30	25
24e	Of which are awaiting decision / other	0	0	0	10

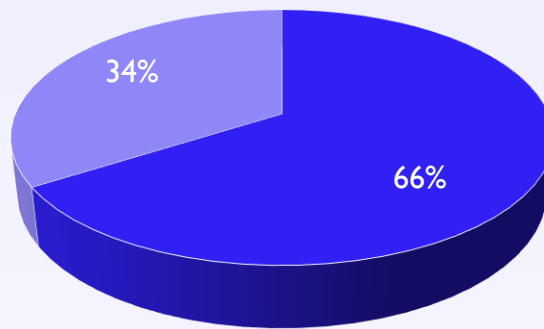


18/19 Higher Level Penalty Charge Notices Issued

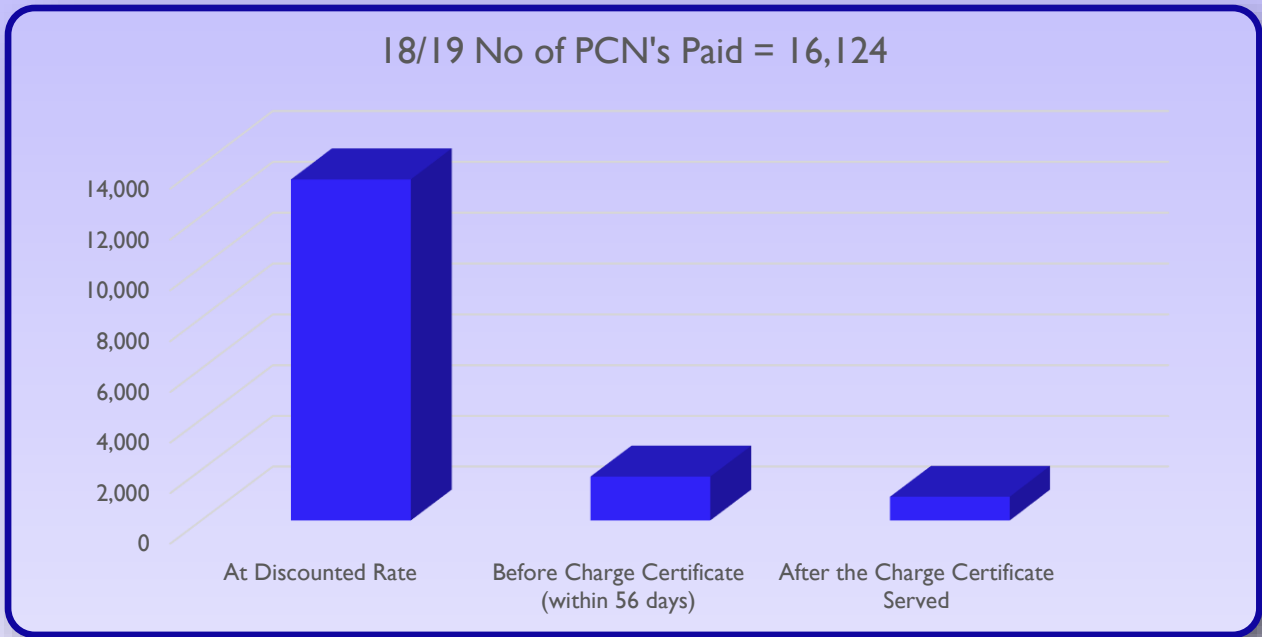


■ On Street ■ Off Street

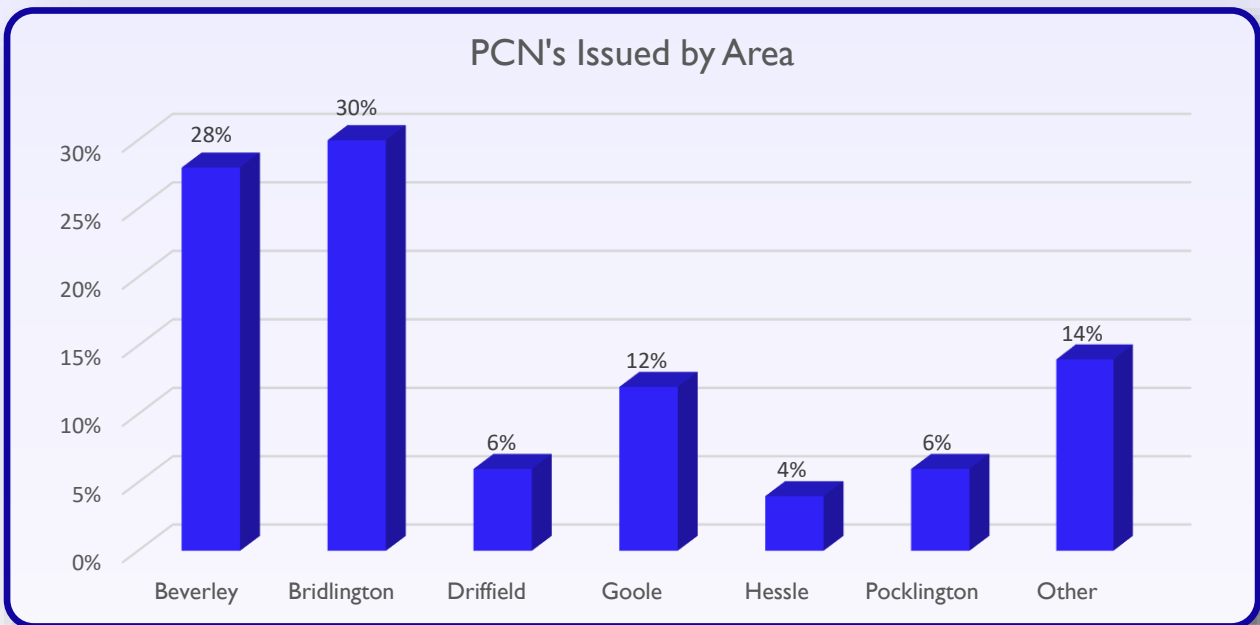
18/19 Lower Level Penalty Charge Notices Issued

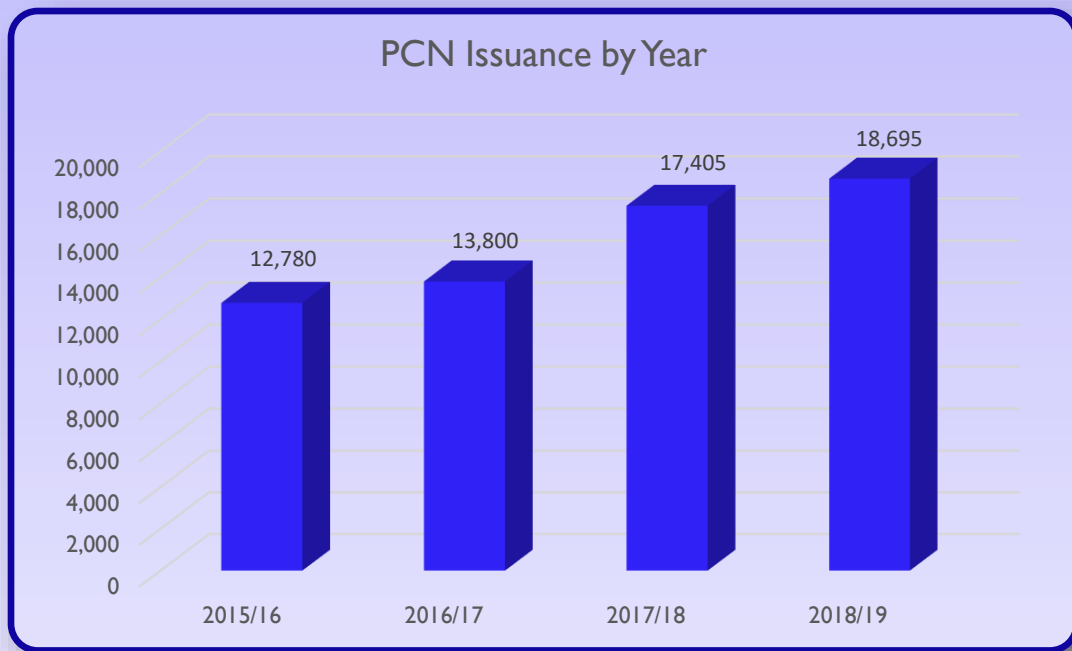


■ On Street ■ Off Street



A breakdown of PCNs issued in 2018/19 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.

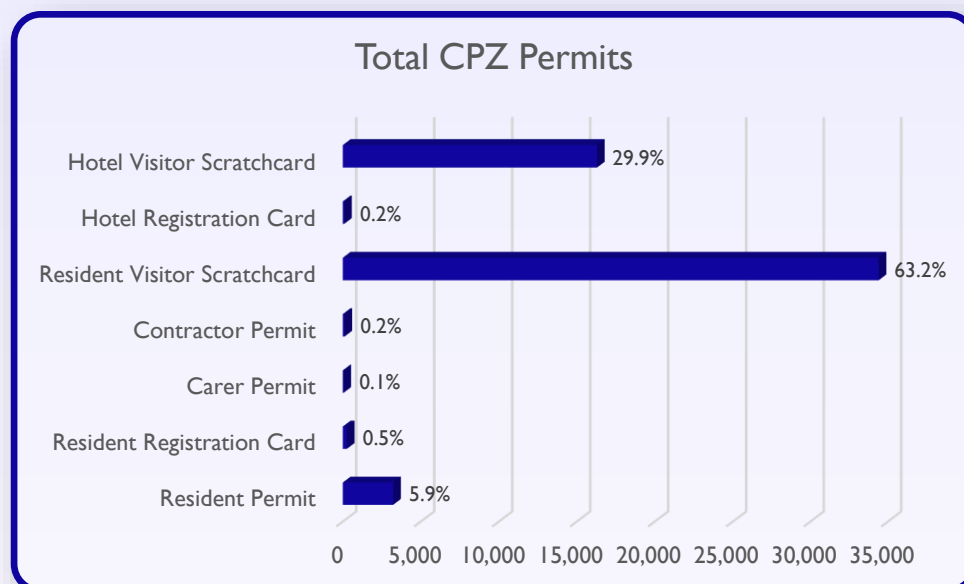




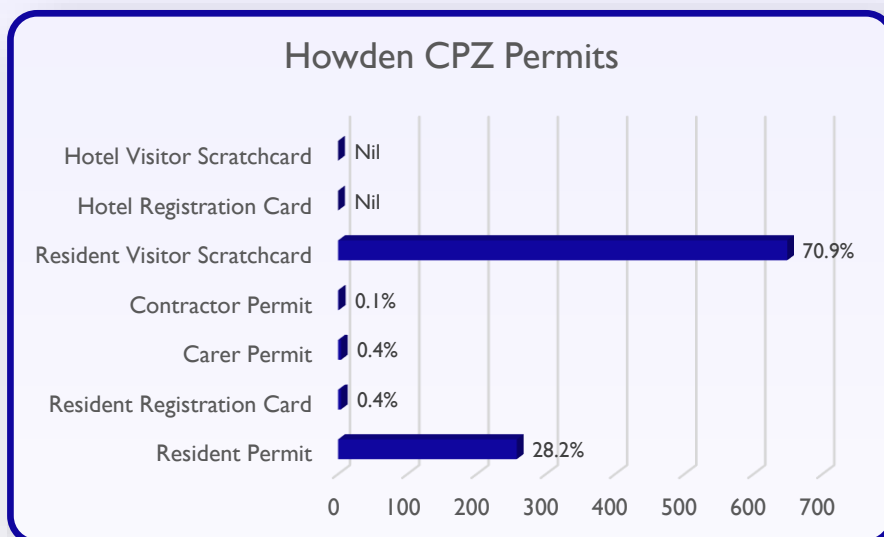
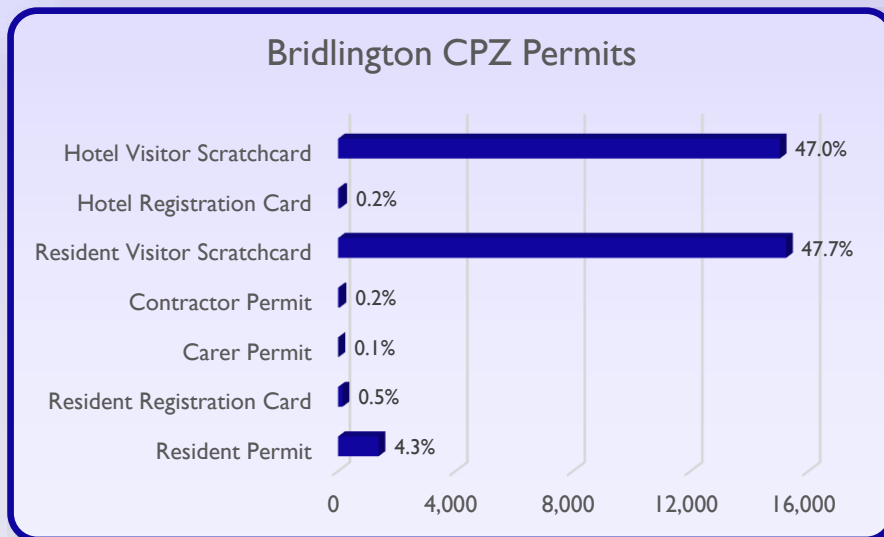
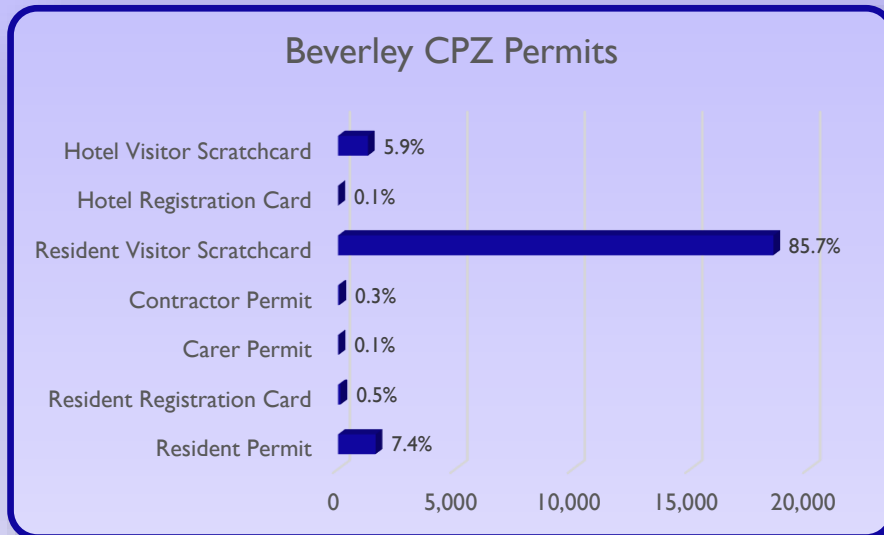
3.3 CONTROLLED PARKING ZONES (CPZ's)

CPZ Permits and Scratchcards Issued during 2018/19

Permits	Beverley	Bridlington	Howden	Total
Resident Permit	1,596	1,379	258	3,233
Resident Registration Card	103	151	4	258
Carer Permit	22	13	4	39
Contractor Permit	55	52	1	108
Resident Visitor Scratchcard	18,518	15,243	649	34,410
Hotel Registration Card	11	75	0	86
Hotel Visitor Scratchcard	1,270	15,028	0	16,298
Total	21,575	31,941	916	54,432



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 2018/19

	Beverley	Bridlington	Howden	Total
Income	£	£	£	£
Permit Income	83,500	72,100	10,100	165,700
CPZ related PCNs	59,100	61,900	20,400	141,400
Total Income	142,600	134,000	30,500	307,100

Maintenance*	38,400	43,400	9,100	90,900
Customer Service Centre Administration	3,400	7,300	100	10,800
Operational Parking Administration	65,800	56,900	10,600	133,300
Enforcement	158,900	179,000	14,000	351,900
Total Expenditure	266,500	286,600	33,800	586,900

CPZ (Surplus)/Deficit	123,900	152,600	3,300	279,800
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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.

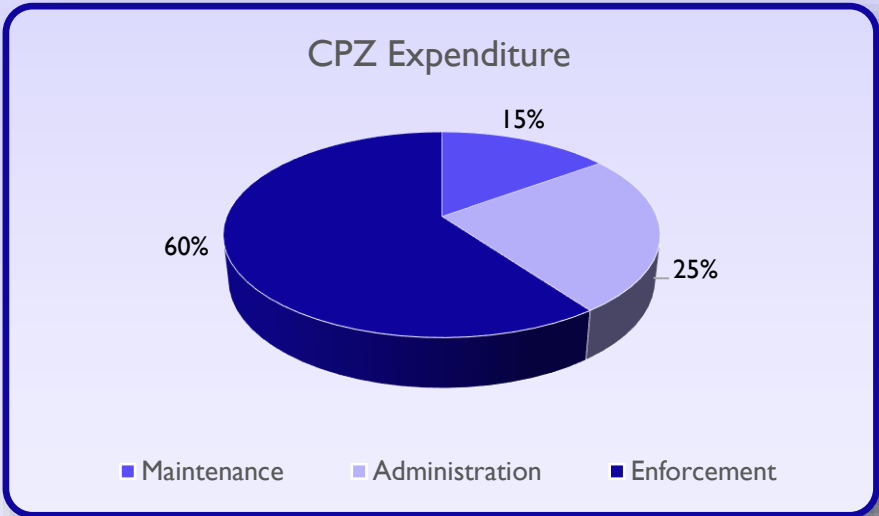
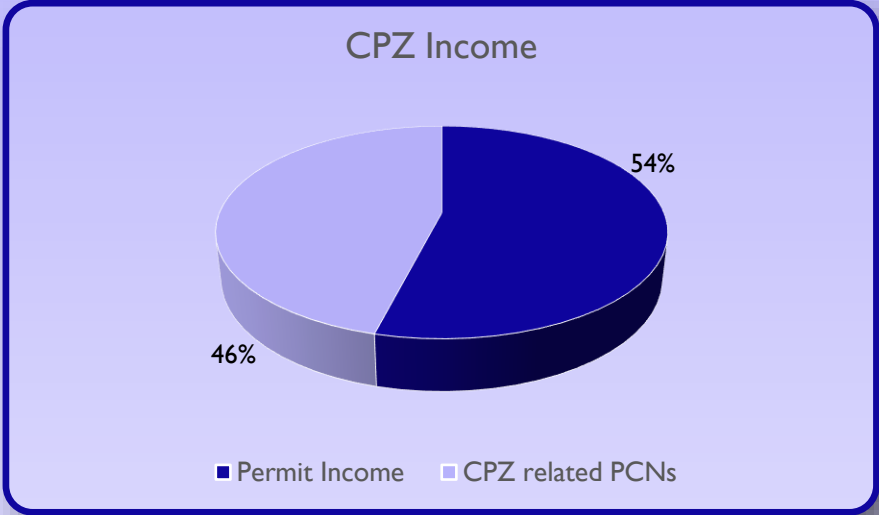
CPZ Annual Maintenance Calculation 2018/19

	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	0	200
CPZ Signage	5,200	5,500	1,100	11,800
Total Maintenance	14,800	16,500	3,300	34,600

**Road Maintenance	23,600	26,900	5,800	56,300
Total Maintenance incl*	38,400	43,400	9,100	90,900

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

** 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.



4. FINANCIAL REPORTING 2018/19

4.1 FINANCIAL SUMMARY

The overall car parking budget consists of income from on-street and off-street pay and 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 2018/19 is shown on the following table. The comparative figures for 2014/15, 2015/16, 2016/17 and 2017/18 are also shown.

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

	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019
	£000's	£000's	£000's	£000's	£000's

On Street					
Pay & Display / Meters	615	676	722	733	743
Permits	124	129	144	157	167
Other non-PCN Income	-	-	-	38	58
PCN Income	342	320	340	450	444
Total Income	1081	1125	1206	1378	1,412

Total Expenditure †1	894	830	894	949	1,120
On Street (Surplus) / Deficit	(187)	(295)	(312)	(429)	(292)

Off Street					
Pay & Display / Meters	1547	1645	1769	1751	1,807
Permits	185	191	222	217	318
Other non-PCN Income	13	95	49	53	7
PCN Income	159	168	118	149	137
Total Income	1904	2099	2158	2170	2,269

Total Expenditure †2	1654	2242	1515	1732	2,113
Off Street (Surplus) / Deficit	(250)	143	(643)	(438)	(156)

	2014/15	2015/16	2016/17	2017/18	2018/19
	£000's	£000's	£000's	£000's	£000's

Total On & Off Street					
Total Income	2985	3224	3364	3548	3,681
Total Expenditure	2548	3072	2409	2681	3,233
(Surplus) / Deficit	(437)	(152)	(955)	(867)	(448)
Parking Surplus	437	152	955	867	448
As S55 of the regulations. Car parking surplus has been applied to Highways & Transport improvements costs. †3					

†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 £5.00 and include return transport into Bridlington.



	2014/15	2015/16	2016/17	2017/18	2018/19
	£000's	£000's	£000's	£000's	£000's
Total Income	173	200	226	217	247
Total Expenditure	232	218	223	217	206
(Surplus)/Deficit	59	18	(3)	0	(41)

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	Band ³	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 ⁴	118	2	-							2	Off
MS	Princes Gardens ⁴	71	2	-				✓	✓		2	Off
LS	Grovehill Road ⁴	134	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
MS	School Lane	27	1	7				✓	✓		3	Off

³ Details of prices shown in section 2.2

⁴ Saturday parking only

Type	Car Park	Total Spaces (Inc. Dis.)	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Band ³	On/Off Street
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												
MS	Albion Terrace/Royal Crescent/ Carlisle Road	49	3	-							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
LS	Stepney Grove	39	1	-							Free	Off
LS	Moorfield Road	617	16	-		✓		✓	✓		1	Off
LS	Flamborough Road	85	3	-		✓					1	Off
LS	Hilderthorpe Road	77	4	70		✓					1	Off
LS	Langdales Wharf	90	4	-	✓			✓	✓	✓	3	Off
LS	North Marine Drive	157	8	-							3/1	On
LS	South Marine Drive	140	-	-							3/1	On

Type	Car Park	Total Spaces (Inc. Dis.)	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Band ³	On/Off Street
LS	South Cliff Park & Ride ⁵	1,020	50	-				✓	✓		P&R	Off
LS	Danes Dyke	250	-	-							I	Off
LS	South Landing, Flamborough	150	-	Yes							I	Off
LS	Flamborough Head	150	-	Yes	✓						I	Off
LS	Limekiln Lane	300	-	30				✓			I	Off
LS	Sewerby (picnic)	500	-	-							I	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	32	2	-							2a	Off

⁵ Park & Ride tickets cost £5.00 including return transport into Bridlington
Annual Parking Report 2018/2019

Type	Car Park	Total Spaces (Inc. Dis.)	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Band 3	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)	17	-	-							Free	On
LS	Swinegate	189	6	-			✓				Free	Off

Type	Car Park	Total Spaces (Inc. Dis.)	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Band 3	On/Off Street
HORNSEA												
LS	East Riding Leisure Hornsea (Undergoing major refurbishment)	31	3	-	✓						2a	Off
LS	Eastgate	107	2	-							1	Off
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	-							1	Off
SS	Hailgate	35	3	-				✓			1	Off
LS	Hailgate	37	1	-				✓			1	Off
MARKET WEIGHTON												
LS	Finkle Street	13	1	-							Free	Off

Type	Car Park	Total Spaces (Inc. Dis.)	Disabled Spaces	Coach	Motor Cycle	Car Share	Charging Point	Park Mark	CCTV	Overnight Tariff	Band ³	On/Off Street
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
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		8,451	293									

APPENDIX B: TICKET SALES 2018/19 BY CAR PARK

	Ticket Duration					Total
	30 mins	1 Hour	2 Hrs	3 Hrs	4 Hrs / All Day	
BEVERLEY						
East Riding Leisure Beverley	-	1,300	3,000	400	85,200	89,900
Butcher Row	21,700	54,100	65,700	-	-	141,500
George Street	-	600	2,200	800	2,200	5,800
Grayburn Lane	-	6,600	26,900	13,100	20,500	67,100
Grovehill Road	-	100	400	600	800	1,900
Lord Roberts Road	-	1,200	3,600	4,200	1,300	10,300
North Bar Within	-	14,800	22,800	16,800	5,000	59,400
Norwood	-	2,300	3,800	2,600	9,800	18,500
Princes Gardens	-	800	1,600	1,600	500	4,500
Saturday Market	14,800	57,600	65,000	-	-	137,400
School Lane	-	2,000	12,000	7,400	24,400	45,800
Spencer Street	-	21,200	14,600	6,600	4,500	46,900
Trinity Lane	-	2,000	4,300	6,900	28,500	41,700
Beverley Total	36,500	164,600	225,900	61,000	182,700	670,700
BRIDLINGTON						
Albion Terrace	-	300	1,800	400	300	2,800
Carlisle Road	-	1,000	5,100	1,400	700	8,200
Danes Dyke	-	6,300	7,700	4,500	4,700	23,200
Flamborough Head	-	22,200	25,300	13,300	10,200	71,000
Flamborough Road	-	300	1,800	3,200	13,600	18,900
Hilderthorpe Road	-	200	600	1,300	8,200	10,300
Langdales Wharf	-	4,800	15,900	6,900	21,000	48,600
East Riding Leisure Bridlington	-	8,100	35,400	15,400	10,300	69,200
Limekiln Lane	-	3,800	2,700	2,700	9,400	18,600
Moorfield Road	-	300	1,700	3,700	16,400	22,100
Nelson Street	-	500	700	700	2,400	4,300
North Marine Drive	-	7,700	12,300	5,700	13,100	38,800
North Street	-	2,400	4,400	4,400	2,000	13,200
Palace	-	20,900	27,800	19,500	16,100	84,300
Royal Crescent	-	600	3,000	800	300	4,700
Sewerby (picnic)	-	5,000	3,700	2,700	6,400	17,800
South Cliff Park & Ride	-	-	-	-	52,000	52,000
South Landing	-	2,900	3,400	1,800	2,400	10,500

	Ticket Duration					Total
	30 mins	1 Hour	2 Hrs	3 Hrs	4 Hrs / All Day	
South Marine Drive	-	6,200	12,600	6,300	13,200	38,300
Bridlington Total	-	93,500	165,900	94,700	202,700	556,800
DRIFFIELD						
Beckside	41,800	15,000	10,100	2,200	1,600	70,700
Cross Hill	141,000	7,900	11,300	-	-	160,200
Driffield Total	182,800	22,900	21,400	2,200	1,600	230,900
GOOLE						
Wesley Square	181,900	28,500	13,900	-	-	224,300
Goole Total	181,900	28,500	13,900	-	-	224,300
HORNSEA						
Broadway	-	900	2,500	2,800	4,600	10,800
Eastgate	-	1,900	4,100	3,600	4,400	14,000
East Riding Leisure Hornsea	-	8,500	10,800	4,000	23,400	46,700
Newbegin	46,900	4,900	5,200	-	-	57,000
Sands Lane	-	2,600	4,400	3,200	2,800	13,000
Hornsea Total	46,900	18,800	27,000	13,600	35,200	141,500
HOWDEN						
Bishops Manor House	-	800	2,100	2,500	2,300	7,700
Hailgate	4,400	1,300	6,600	2,200	3,300	17,800
Howden Total	4,400	2,100	8,700	4,700	5,600	25,500

TOTAL	452,500	330,400	462,800	176,200	427,800	1,849,700
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APPENDIX C: BREAKDOWN OF PCN'S ISSUED IN 2018/19

On-Street	Higher Level Contraventions	Description	Total
			5,911
01		Parked in a restricted street during prescribed hours	2,383
02		Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force	586
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	16
16		Parked in a permit space without displaying a valid permit	112
20		Parked in a loading gap marked by a yellow line	5
21		Parked in a suspended bay or space or part of bay or space	197
23		Parked in a parking place or area not designated for that class of vehicle	267
25		Parked in a loading place during restricted hours without loading	558
26		Parked in a special enforcement area more than 50cm from the edge of the carriageway and not within a designated parking place	25
27		Parked in a special enforcement area adjacent to a dropped footway	316
40		Parked in a designated disabled person's parking place without displaying a valid disabled person's badge in the prescribed manner	1,034
42		Parked in a parking place designated for police vehicles	2
45		Parked on a taxi rank	158
46		Stopped where prohibited (on a red route or clearway)	72
47		Stopped on a restricted bus stop or stand	61
48		Stopped in a restricted area outside a school when prohibited	38
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	47
99		Stopped on a pedestrian crossing or crossing area marked by zigzags	34



Description		Total
On-Street	Lower Level Contraventions	7,902
04	Parked in a meter bay when penalty time is indicated	0
05	Parked after the expiry of paid for time	404
06	Parked without clearly displaying a valid pay & display ticket or voucher	1,194
11	Parked without payment of the parking charge	8
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	65
24	Not parked correctly within the markings of the bay or space	1,606
30	Parked for longer than permitted	4,624
63	Parked with engine running where prohibited	0

Description		Total
Off-Street	Higher Level Contraventions	649
70	Parked in a loading area during restricted hours without reasonable excuse	0
81	Parked in a restricted area in a car park	223
85	Parked in a permit bay without clearly displaying a valid permit	4
87	Parked in a designated disabled person's parking place without displaying a valid disabled person's badge in the prescribed manner	369
89	Vehicle parked exceeds maximum weight and/or height/length permitted in the area	2
91	Parked in a car park or area not designated for that class of vehicle	36
92	Parked causing an obstruction	15

Description		Total
Off-Street	Lower Level Contraventions	4,233
73	Parked without payment of the parking charge	0
80	Parked for longer than the maximum period permitted	32
82	Parked after the expiry of paid for time	730
83	Parked in a car park without clearly displaying a valid pay & display ticket or voucher or parking clock	3,064
84	Parked with additional payment made to extend the stay beyond time first purchased	3
86	Parked beyond the bay markings	379
93	parked in car park when closed	16
95	Parked in a parking space for a purpose other than the designated purpose for the parking place	9

Total On & Off Street		18,695
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PCN Issuance by settlement.

Town / Village	Numbers Issued
Anlaby	14
Anlaby Common	19
Beverley	5,530
Brandesburton	5
Bridlington	5,495
Brind	8
Brough	139
Carnaby	1
Cottingham	430
Driffield	1,116
Elloughton	9
Flamborough	205
Goole	2,145
Goole Fields	1
Hedon	115
Hessle	721
Holme Upon Spalding Moor	2
Hook	2
Hornsea	392
Howden	888
Hutton Cranswick	8
Kirk Ella	4
Market Weighton	150
Molescroft	22
North Ferriby	6
Patrinton	2
Pocklington	972
Roos	1
Sewerby	10
Snaith	63
South Cave	41
Stamford Bridge	44
Swanland	2
Welton	3
Willerby	50
Wilsthorpe	39
Withernsea	40
Woodmansey	1
Total	18,695

Top 10 PCN issuance by location.

Location	Numbers Issued
Saturday Market Car Park, Beverley	855
Wesley Square, Goole	556
South Marine Drive, Bridlington	385
East Riding Leisure Beverley Car Park	377
Butcher Row Car Park, Beverley	329
East Riding Leisure Bridlington Car Park	319
Langdales Wharf Car Park, Bridlington	308
South Cliff Park & Ride Car Park, Bridlington	282
Palace Car Park, Bridlington	275
Grayburn Lane Car Park (Medium Stay), Beverley	268
Total	3,954



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

	2015/16	2016/17	2017/18	2018/19
Income	£000's	£000's	£000's	£000's
PCN Income	488	426	599	581
Total Income	488	426	599	581

Expenditure	£000's	£000's	£000's	£000's
Operational Enforcement	656	638	652	723
Transport	24	71	22	28
Supplies	73	85	91	88
Support Services	133	127	144	104
Other Expenditure	105	88	94	63
Total Expenditure	991	1,009	1,003	1,006

Enforcement (Surplus)/Deficit	503	583	404	425
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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 in 000's
Holme On The Wolds Road, Lockington	Beverley Rural	32
Bridlington Road, Grindale	Bridlington Central and Old Town	43
Driffield Road, Bridlington	Bridlington South	55
Canada Drive, Cottingham	Cottingham South	36
Stanley Jackson Way, Welton	Dale	27
Driffield Road, Driffield	Driffield and Rural	72
Bridlington Road, Barmston	East Wolds and Coastal	44
Booth Ferry Road, Knedlington	Howden	23
Ellerker Road, Broomfleet	Howdenshire	8
Hull Road, Skirlaugh	Mid Holderness	3
Cherry Tree Lane, Beverley	Minster and Woodmansey	11
Sherbuttgate Road South,	Pocklington	22
Hardrada Way, Stamford Bridge	Pocklington Provincial	5
Manor Road, Swanland	South Hunsley	13
Quay Lane, Swinefleet	Snaith, Airmyn, Rawcliffe and Marshland	30
Humber Bridge Northern Approach Road, Swanland	Willerby and Kirk Ella	3
Kiplingcotes Road, Londesborough	Wolds Weighton	21
Total		448



*“Strategic Asset Management
leading to local investment”*

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