



ANNUAL PARKING REPORT 2012/13

Introduction

Leeds City Council parking services carries out a number of functions relating to car parking in the City.

We provide 52 car parks throughout the district. Our main physical asset is Woodhouse Lane Multi Storey car park in the City centre, which offers 1250 spaces. We have a further 13 pay car parks with 1771 spaces, and 2407 on street pay and display spaces. Our 38 free car parks offer a further 3066 spaces.

We also carry out Parking enforcement, issuing Penalty Charge Notices to vehicles parked in contravention of the rules. In addition, we are responsible for related duties such as suspending parking to allow building works and coning off areas for events.

Since August 2011 the team has also carried out Bus Lane Enforcement. This involves the use of CCTV cameras to detect vehicles wrongly using bus lanes.

The service employs 95 people. 70 of them are uniformed staff and supervisors. With shifts at different times and working 7 days a week, this means that there are about 32 uniformed staff on duty in the district during the day.

Leeds City Council carries out Parking enforcement in line with regulations produced by the Government in the Traffic Management Act 2004. One of the requirements of the Act is that we produce an Annual report about the Parking Service. This report covers the financial year 2012/13 (1.4.12 – 31.3.13).

Parking provision in Leeds

City Centre

Aside from areas assigned for a particular use, such as disabled bays and loading areas, all the parking spaces that are available to the general public in the City Centre are chargeable. They are split between on street spaces, which are Council owned, and off street spaces in Car Parks.

These spaces can be categorised as short stay (up to 2 hours), Medium stay (between 2 and 5 hours) and long stay (over 5 hours).

Table 1 : Chargeable spaces in Leeds City Centre

Type	Long Stay	Long Stay permitted but price indicates Short/Medium Stay	Short/Medium Stay (Stays of up to 5 hours)	Total
On Street	1,248		1,159	2,407
Off Street	12,365	3,250	754	16,369
Total	13,613	3,250	1,913	18,776

On street

The short stay on street spaces are located in the most central parts of the City, with longer stays available in relatively outlying areas. Outside the central area, all on street parking is free although other restrictions such as limited waiting may apply.

Off street

There are a large number of different companies operating car parks in the City Centre. The number of sites and of available spaces changes regularly as car parks open and shut due to land being bought and sold and building development. A survey in June 2012 shows that there are 16,369 spaces available. The Council controls 3250 of these, which represents 20% of the total market.

Across both on and off street, the Council controls 5644 spaces which represents 30% of the total of 18776.

This total includes several long stay car parks that are operating without planning permission with an estimated 1890 spaces. The Council has instituted a City Centre Commuter Car Parking policy which sets a cap on new spaces and is currently undertaking enforcement action to close these illegal sites.

Car Parking Charges

As a minority operator in the City, the Council cannot control the prices. Unlike private operators, the Council's objective is not to maximise revenue, rather it aims to use pricing as a tool to manage traffic flows in the city and to maintain the vitality of the city centre. The Council sets prices taking into account a number of factors including:

- The Council's overall policy objectives. There are several relevant factors which sometimes conflict - we aim to reduce pollution, improve journey times and tackle congestion whilst also supporting the economic success of the City Centre and the wider district.
- Levels of demand, determined on a street by street basis and with reference to the off street occupancy surveys
- Budget expectations as determined by the Council's annual budget strategy
- Levels of actual and forecast income

In the Portas review of British high streets it was recommended that each Local authority publish a league table of charges for their area. An analysis of the data shows that Council spaces are much cheaper than private sector providers for both short and long stay. The data has been weighted for the number of spaces so that the average is a true reflection of the price per space.

Table 2 : Parking Prices in Central Leeds

		Leeds City Council	Private	Overall Weighted Average	Leeds City Council % of Private
		£	£	£	%
<i>Weekdays</i>	1 hour	1.82	3.86	3.24	47
	2 hours	2.72	5.26	4.49	52
	8 hours	6.24	14.17	11.75	44
	9 hours	6.44	15.20	12.53	42
<i>Saturdays</i>	1 hour	1.85	3.95	3.28	47
	2 hours	2.81	5.46	4.61	51
	8 hours	5.74	14.70	11.83	39
	9 hours	5.89	15.73	12.58	37
<i>Sundays</i>	1 hour	1.14	3.73	2.90	30
	2 hours	1.35	5.02	3.84	27
	8 hours	3.76	14.70	11.20	26
	9 hours	3.91	15.73	11.95	25

Parking in the wider district

The Leeds metropolitan area also includes a number of towns and district centres. In these areas, the Council provides free on street parking although it may be controlled through limited waiting or permit schemes. Free parking in district centres is another recommendation of the Portas report

The Council also provides car parks in many of these areas. These are all free except 3 sites in Otley where a small charge of 40p per hour is in place to encourage turnover.

Table 3 - Chargeable district car parks

Area	Car park	spaces
Otley	Beech Hill	86
Otley	Courthouse Street	56
Otley	North Parade	100

Table 4 - Free district car parks

Area	Car park	spaces
Boston Spa	High Street	45
Boston Spa	Stables Lane	51
Farsley	Andrew Square	8
Farsley	Charles St	29
Garforth	Barley Hill Road	80
Garforth	Main Street (Tesco)	74
Guiseley	Netherfield Road	60
Guiseley	Springfield Road	31
Holt Park	Holt Park (Asda)	281
Horsforth	Fink Hill	63
Horsforth	New street (R/O Black Bull)	50
Hyde Park	Woodsley Road	18
Little London	Oatland Green	35
Moortown	King Lane Park & Ride	155
Morley	Albion Street	94
Morley	Annie Street	63
Morley	Commercial Street (Library)	22
Morley	High Street (Pavilion)	107
Morley	Queensway (Morrisons)	561
Otley	Cross Pipes	37
Otley	Burras Lane	38
Otley	Walkergate	70
Pudsey	Leisure Centre (Rear of Baths)	133
Pudsey	Lidgett Hill/Church Lane	83
Pudsey	Market Place	35
Pudsey	Robin Lane	48
Pudsey	Victoria Road/Cemetery Road	45
Rothwell	Blackburn Hall (rear)	50
Rothwell	Butcher Lane Lower	21
Rothwell	Butcher Lane Upper	60
Rothwell	Church Street	17
Rothwell	Marsh Street (Morrisons)	178
Wetherby	Crossley St	78
Wetherby	Hallfield Lane	85
Wetherby	St James St	30
Wetherby	Wilderness	185
Yeadon	Ivegate	20
Yeadon	Silver Lane	26
		3066

Parking Enforcement

A key function of the parking team is the enforcement of parking restrictions. This is carried out by a team of Civil Enforcement Officers who patrol on and off street areas and issue Penalty Charge Notices when appropriate.

Table 5 - Parking Penalty Charge Notice information 2011/12

Performance Indicator	2012/13	2011/12	% change
PCN ISSUE			
Total number of parking PCNs	107,007	106,297	1%
Number of higher level PCNs issued (£70 ticket)	58771	57824	2%
Number of lower level PCNs issued (£50 ticket)	48344	48482	—
PCNs paid	77944	78274	—
PCNs paid at discount rate	65039	66823	-3%
PCNs challenged	35038	33706	4%
PCNs challenged as % of total	33%	32%	3%
PCNs cancelled	5222	7018	- 25 %
PCNs cancelled as %	5%	7%	
Vehicles immobilised / removed	13	16	- 19%
ADJUDICATION (TPT)			
Total no of adjudicated cases	256	240	6%
No of successful cases at Adjudication (Council decision upheld)	136	109	20%
No of unsuccessful cases at Adjudication	120	131	-8%
Success rate overall – % of cases won by Council	53%	50%	6%

Commentary

The number of PCNs issued is a very slight increase on 2011/12 and in turn the number paid is also very similar. There has been a significant reduction in the number of tickets cancelled. There is no obvious reason for this and it appears to reflect improvements across the whole process, from improved traffic orders, signs and lines to better quality tickets, with accurate notes and clear photographs.

The number of challenges continues to rise as does correspondence in general (see below). The whole of this increase is due to email which is now much more widely available on mobile devices making it much more convenient to challenge a ticket.

The Council only removes or immobilises vehicles when the vehicle persistently parks illegally and the owner is untraceable through DVLA records. Nuisance vehicles of this type are often responsible for other offences such as speeding, driving without insurance etc and robust enforcement is required to deal with them. The Council recovered £5353 from this activity in 2012/13.

The adjudication figures refer to cases referred for formal appeal by Traffic Penalty Tribunal. The Council compares performance with other similar authorities known as the core cities. Figures for appeals are published by the Tribunal in their annual report. The most current report is for the year 2011/12 so these figures are from that period rather than 2012/13.

Table 6 : Comparative Tribunal statistics

Council	Cases heard	Success rate
Birmingham	644	47%
Bristol	258	37%
Leeds	157	50%
Liverpool	291	58%
Manchester	860	45%
Nottingham	292	46%
Sheffield	240	36%

Bus Lane Enforcement

Table 7 : Bus Lane Penalty Charge information 2011/12

Performance Indicator	2012/13	2011/12	% change
PCN ISSUE			
Total number of PCNs	44217	44484	0%
PCNs paid	34697	33314	4%
PCNs paid at discount rate	25484	27291	-6%
PCNs challenged	6223	5321	14%
PCNs challenged as % of total	14%	12%	
PCNs cancelled	734	1822	40%
PCNs cancelled as %	2%	4 %	50%
ADJUDICATION (TPT)			
Total no of adjudicated cases	157	65	141%
No of successful cases at Adjudication (Council decision upheld)	85	36	136%
No of unsuccessful cases at Adjudication	72	29	148%
Success rate overall – % of cases won by Council	54%	55%	2%

Commentary

Bus Lane enforcement is carried out to improve journey times for public transport. It is an automated system that detects vehicles using the lanes with CCTV cameras. The footage is then checked by an operator who decides whether to issue a ticket. The cancellation rate has fallen, reflecting the more lenient approach taken during the introduction of the scheme in 2011/12.

As bus lane enforcement only began in August 2011 the figure for 2011/12 only represents about 6 months data. In addition the Council introduced a further 5 bus lane camera sites in 2012/13. So although the total number of offences is stable the number of offences per site has fallen significantly. The table below compares the weekly number of offences at each of the original sites at the beginning of the scheme and after 1 year :

Table 8 : Weekly bus lane offences by site

	Week 1	Week 52	Reduction
Boar Lane	795	260	67 %
Burley Road	252	88	65%
Headrow	602	134	78%
Kirkgate	803	195	76%
Vicar Lane	477	110	77%
New Market Street	167	28	83%
Wellington Road	476	154	68%
total	3572	793	78%

Customer Service

Table 9 : Customer Service information

Performance Indicator	2012/13	2011/12	% change
Total items of correspondence received	42416	39983	6%
No of items of correspondence answered within 10 days	84%	84%	—
% of correspondence dealt with electronically	69%	63%	9%
TELEPHONE ENQ			
No of calls offered	62427	62962	-1%
No of calls answered	96%	98%	2%

Commentary

There was a slight increase in correspondence although the number of phone calls remained static. There has also been an increasing use of e mail which has benefits for both the Council and the customer in allowing instant delivery and avoiding postage costs.

The service also runs a Resident's parking permit system to control parking in bust residential areas. There are 94 zones and about 25,000 permits in circulation.

Financial information

Income, Expenditure and Investment

Income and expenditure relating to parking and parking enforcement is governed by the Road Traffic Regulation Act 1984 as amended by Section 95 of the Traffic Management Act 2004. Section 55 of the legislation requires Local Authorities to use the net surplus from on-street car parking for these specified purposes only;

- the provision and maintenance of off-street car parking accommodation
- if it appears to the Local Authority that further provision of off-street parking accommodation is unnecessary or undesirable, the surplus can be used for highways/road improvements

There is no such stipulation regarding the use of any net surplus arising from off-street car parking.

Below is Leeds City Council's parking account for the year 2012/13.

Table 10 : Parking account

Parking Account 2012/13	On Street	Off Street	Total
	£000	£000	£000
Income			
Pay & Display/Meters	3,388	4,654	8,043
PCN Income	2,542	375	2,917
Business Permits	101	0	101
Resident/Visitors Permits	3	0	3
Total Income	6,035	5,030	11,065
Expenditure			
In-house Staff	1,284	1,033	2,317
National Non Domestic Rates	0	904	904
Contractors	54	71	125
Equipment Maintenance	43	36	79
Traffic Penalties Tribunal	58	8	66
Capital Charges	0	3,256	3,256
Other Running Costs	630	842	1,472
Total Expenditure	2,068	6,149	8,217
Total Surplus / (Deficit)	3,967	-1,120	2,848

The table below shows the ways in which the council invests the surplus generated by its parking and parking enforcement activities; the amount spent significantly exceeds the surplus.

Table 11 : Expenditure relating to parking surplus

	£000
Carriageway Maintenance	4,654
Footway Maintenance	1,606
Traffic Signals	1,084
Transport Planning and Policy	794
Traffic Management	687
Road Safety	597
Road Signs and Markings	433
Structures and Maintenance	300
Transport Monitoring	279
Total	10,434