

Lincolnshire County Council Civil Parking Enforcement Report 2014 to 2015



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Introduction

Lincolnshire adopted Civil Parking Enforcement (CPE) in December 2012, when the powers to enforce nearly all parking and waiting restrictions were handed over from the Police to the County Council.

As the Enforcement Authority, the Council is responsible for the enforcement of contraventions and the handling of appeals; both areas are legislated by the Traffic Management Act 2004 and Statutory Guidance from the Secretary of State for Transport.

The power to enforce on-street lies with the County Council; powers were delegated to the District and City Councils to enforce their off-street car parks.

This report is part of the responsibilities that Lincolnshire County Council has as the Enforcement Authority for parking and waiting restrictions. It will detail the statistics for the period 1 April 2014 to 31 March 2015 along with explanations of how and why enforcement is carried out.

The District Councils and the City of Lincoln Council are responsible for producing annual reports relating to off – street parking.

Why are parking restrictions enforced?

Parking and waiting restrictions serve a variety of purposes, ranging from road safety through to allowing loading and unloading. The restrictions are designed and implemented by the County Council's Highways Divisions, with the Traffic Orders Team ensuring that the legal underpinnings are in place to show that an Order exists.

The restrictions enable improved traffic flows, lower congestion and allow the public and businesses to gain access to services, businesses and retail areas.

Most drivers take parking restrictions into consideration when going about their day to day business and lives, however, on occasion some drivers decide to flout the restrictions or take a chance that they will not be caught out.

Without enforcement of the restrictions by the Civil Enforcement Officers, human nature would lead others to follow the example of those who ignore the restrictions. Thus the restrictions would be useless, negating the reason for designing and implementing them and leading to confusion with the result that the public would be unable to access important services and facilities.

An example would be an area of limited waiting bays that allowed parking for 1 hour but no return to the bays for 2 hours. The bays have been requested by the owners

of a row of small shops to help encourage visitors and to stop all day "commuter" parking.

If the restriction was implemented without enforcement it would soon become worthless as the original problem, all day commuter parking, could swiftly return. Enforcement of the restrictions helps to ensure compliance, allowing shoppers to visit the businesses and helping to keep the area vibrant.

Enforcement is a vital part of keeping the roads safe, traffic moving and allowing fair access for all to amenities, shops and services.

Enforcing parking restrictions in Lincolnshire

In November 2012 the contract for on-street enforcement was awarded to APCOA Ltd. The structure of the enforcement workforce is 1 manager, 4 supervisors and 25 CEO's.

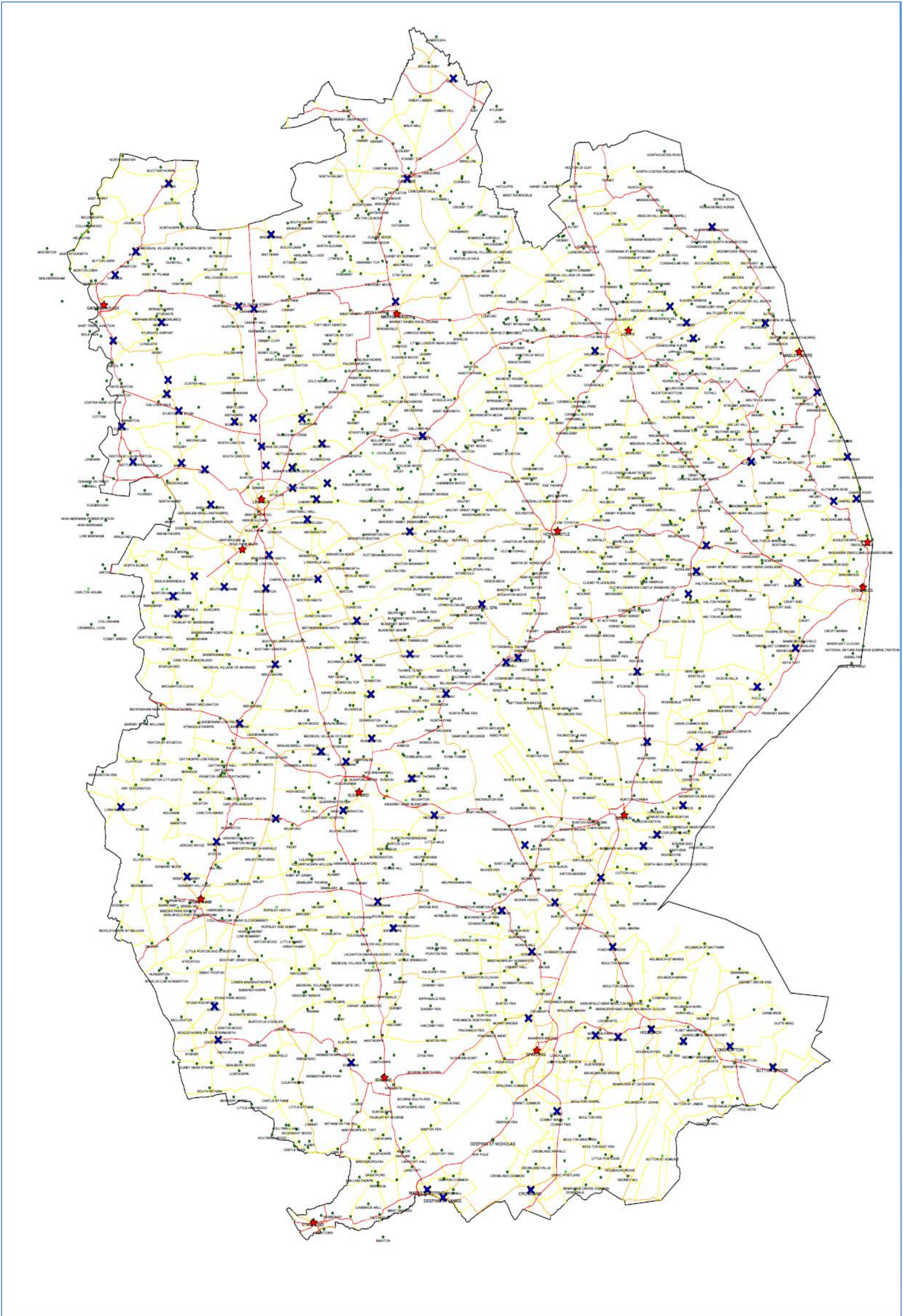
Lincolnshire has 9000km of road network within an area of 5921km² making our enforcement area amongst the largest in the country.

To cover this area with such a small team requires a proactive approach to patrol requirements, customer requests and the efficient use of transport.

For the purposes of enforcement, the County is split into 3 categories, A, B and C. Category A covers town and city centres, along with other high traffic density routes and locations. These locations are patrolled daily. Category B areas are for smaller towns and are patrolled twice a week, depending on resources. Category C areas are all other areas, subject to parking restrictions, not covered by category A or B and are patrolled once a month.

CEO's are allocated to a patrol location to meet the councils requirements, however category C areas are also patrolled using cars and scooters. These routes are planned so that the most efficient use of the CEO's time is made, along with lower transport and fuel costs.

The following map shows the locations in the county that have parking and waiting restrictions. The red stars ★ mark the category A locations and the blue X marks a location with one or more parking restrictions in a category B or C location:



Enforcement routes are planned to ensure that category C locations are covered when transiting between category A and B locations, in addition to the category C patrols. For town and city locations the areas are further sub-divided to make the route manageable for foot patrol, although scooters are used to move from one area to another or in more widespread areas, such as resident parking schemes.

What are the benefits of enforcing restrictions?

Parking and waiting restrictions are used to help regulate traffic flow, assist access, increase road safety and contribute to reduced traffic congestion. Uncontrolled parking can cause some serious problems by reducing road safety, denying access for visitors, delaying journey times and adding to air pollution.

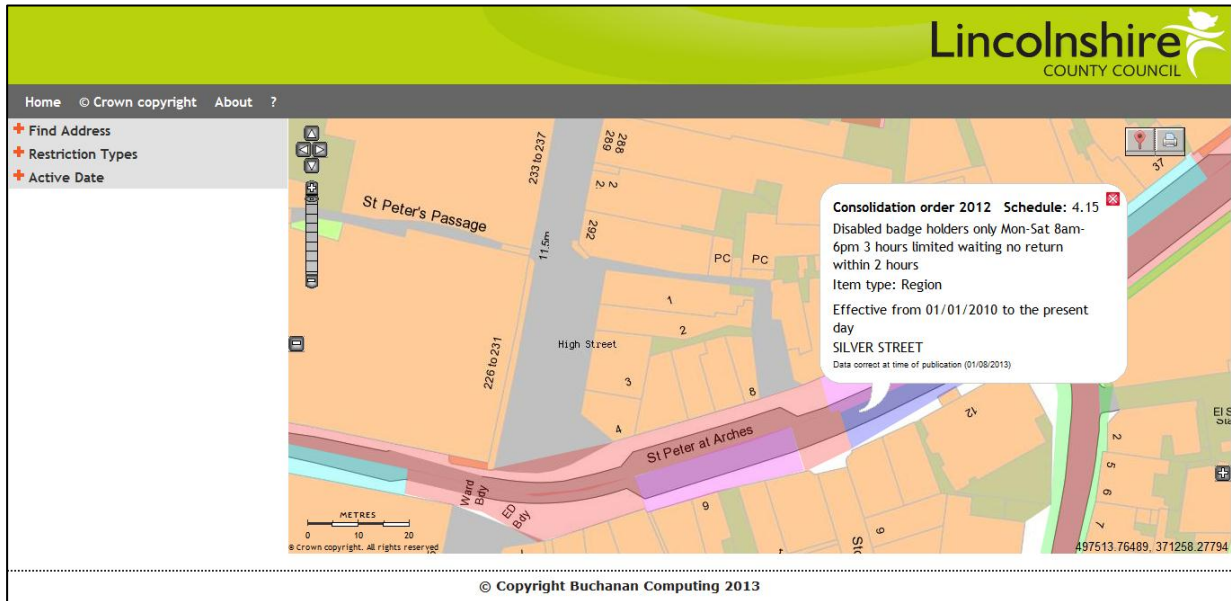
It's not just about enforcement though, the CEO's are also seen as a point of contact, advising visitors on where to park, finding amenities and general information about the area.

Regular enforcement has also helped to highlight issues with parking schemes that are not apparent, helping to focus on unintended consequences. Parking schemes in Lincoln, Boston Stamford and Grantham have been changed as the effect of enforcement becomes clear.

In January 2015 a residents parking scheme was introduced in Stamford to help alleviate long standing parking issues. The scheme is designed to not only accommodate the need of residents but also to allow short term parking. The solution was to introduce shared use bays that are for residents holding a permit and 2 hour parking for non-permit holders.

On line - Parking and Waiting Restrictions

All the on-street parking and waiting restrictions throughout Lincolnshire are mapped based; the restrictions are overlaid onto the map of the County's road network. We have used this information to provide the public easy access to all the on-street orders to help them check for restrictions before going to a location or to check for parking and waiting restrictions during the journey. An example of the information can be seen below:



You can access the online traffic orders facility at <http://www.lincolnshiretraffweb.co.uk/>

Our hope is that the information will help drivers to find appropriate parking prior to their arrival and reduce journey times. This would benefit all residents and visitors, helping to reduce congestion, increase traffic flow and assist drivers to avoid parking in contravention of the rules.

Statistics and the Parking Account

The council publishes a monthly breakdown of penalty charge notices issued, appeals received and challenges accepted on its website [here](#).

The figures below reflect the penalty charges issued at each level, the number challenged and accepted, reasons for cancellation and the revenue from penalty charges for on-street contraventions:

Penalty charges are issued for contraventions of the parking restrictions. Under government legislation different types of contraventions are classed as higher (£70) or lower (£50) levels. The level is dependent on the seriousness of the contravention. If paid within 14 days, the penalty charge is reduced by 50%.

Statistical Data 2014 - 2015													
Issued	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Totals
Higher	1828	1808	1751	2025	1939	1487	1595	1971	1897	1733	1601	1907	21542
Lower	1111	1170	1111	1311	1368	984	975	1198	1066	1136	1138	1407	13975
Total	2939	2978	2862	3336	3307	2471	2570	3169	2963	2869	2739	3314	35517
Paid PCNs - Total													
Paid PCNs - Total	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Totals
Lower - Discounted - £25	786	769	833	860	879	750	664	1016	766	791	778	939	9831
Higher - Discounted - £35	1258	1147	1322	1270	1204	1165	1022	1333	1367	1184	1134	1220	14626
Lower - Full - £50	89	95	97	114	98	116	100	110	100	98	95	98	1210
Higher - Full - £70	140	141	150	145	132	180	155	148	136	184	160	146	1817
Lower plus CC £75	24	16	16	20	18	24	26	24	11	23	21	26	249
Lower plus legal £82	24	25	29	56	38	22	23	65	40	33	30	40	425
Higher plus CC £105	24	30	32	34	20	33	32	25	33	38	28	16	345
Higher plus Legal £112	46	46	40	96	66	49	61	60	57	38	44	68	671
Total	2391	2269	2519	2595	2455	2339	2083	2781	2510	2389	2290	2553	29174
Paid PCNs - Value													
Paid PCNs - Value	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Totals
Lower - Discounted - £25	£19,650	£19,225	£20,825	£21,500	£21,975	£18,750	£16,600	£25,400	£19,150	£19,775	£19,450	£23,475	£245,775
Higher - Discounted - £35	£44,030	£40,145	£46,270	£44,450	£42,140	£40,775	£35,770	£46,655	£47,845	£41,440	£39,690	£42,700	£511,910
Lower - Full - £50	£4,450	£4,750	£4,850	£5,700	£4,900	£5,800	£5,000	£5,500	£5,000	£4,900	£4,750	£4,900	£60,500
Higher - Full - £70	£9,800	£9,870	£10,500	£10,150	£9,240	£12,600	£10,850	£10,360	£9,520	£12,880	£11,200	£10,220	£127,190
Lower plus CC £75	£1,800	£1,200	£1,200	£1,500	£1,350	£1,800	£1,950	£1,800	£825	£1,725	£1,575	£1,950	£18,675
Lower plus legal £82	£1,968	£2,050	£2,378	£4,592	£3,116	£1,804	£1,886	£5,330	£3,280	£2,706	£2,460	£3,280	£34,850
Higher plus CC £105	£2,520	£3,150	£3,360	£3,570	£2,100	£3,465	£3,360	£2,625	£3,465	£3,990	£2,940	£1,680	£36,225
Higher plus Legal £112	£5,152	£5,152	£4,480	£10,752	£7,392	£5,488	£6,832	£6,720	£6,384	£4,256	£4,928	£7,616	£75,152
	£89,370	£85,542	£93,863	£102,214	£92,213	£90,482	£82,248	£104,390	£95,469	£91,672	£86,993	£95,821	£1,110,277
Challenges													
Challenges	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Totals
Reviewed	422	356	553	503	539	685	650	430	495	724	539	412	6308
Granted	122	111	160	173	197	227	156	147	157	258	181	144	2033
Percentage	28.91%	31.18%	28.93%	34.39%	36.55%	33.14%	24.00%	34.19%	31.72%	35.64%	33.58%	34.95%	32.23%
Cancelled for other reason													
Cancelled for other reason	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Totals
Admin Error	1	1	0	1	1	0	0	0	1	0	0	0	5
Bankrupt (WO)	0	0	0	0	0	0	0	0	0	0	0	0	0
Foreign Vehicle	0	2	0	1	0	0	1	1	0	0	0	0	5
General Reason	41	48	57	51	55	73	61	85	78	29	42	34	654
Goodwill - Disabled Overstay	7	10	22	26	14	24	10	11	10	11	3	3	151
No Trace	0	3	4	3	28	7	53	0	0	1	0	2	101
Not Enforceable	0	0	0	0	1	0	0	0	0	0	0	0	1
NPAS - No Contest	1	2	2	0	1	1	0	0	0	0	0	0	7
P&D Machine Problem	1	0	0	2	0	1	2	0	0	0	0	0	6
PA Error	37	44	54	53	51	53	48	16	11	29	23	33	452
PCN not issued/served/spoilt	21	22	16	61	51	35	27	52	48	36	34	65	468
Proof of Loading	6	8	9	7	8	10	8	4	7	9	10	13	99
Test/Warning Notice	1	1	1	0	2	1	1	0	0	0	1	0	8
Valid ticket/permit	35	18	39	49	48	81	66	45	53	55	50	47	586
Vehicle Breakdown	4	1	1	2	2	3	4	2	2	0	5	1	27
	155	160	205	256	262	289	281	216	210	170	168	198	2570
Vehicles Immobilised													
Vehicles Immobilised	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Totals
Vehicles Immobilised	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles Removed	0	0	0	0	0	0	0	0	0	0	0	0	0

Place	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Total Days
ALFORD	5	4	4	9	4	2	2	3	2	2	2	3	42
ANCASTER	6	4	8	6	3	6	5	2	2	1		1	44
ANDERBY CREEK	5	5	9	18	2	2	2	2	2	2	1	3	53
BARDNEY	1	2	4	2	2	2	2	1	2	2		1	21
BARKSTON	12	7	11	15	3	6	5	2	2	1	1	1	66
BILLINGBOROUGH	2	5	2	1	3	2	3	1	2	2		1	24
BILLINGHAY	2	2	5	1	2	2	2	3	3	2		1	25
BLYTON					2	2	2	2	1	1	1	2	13
BOSTON	29	28	27	29	27	26	29	29	28	29	27	31	339
BOURNE	7	7	9	10	8	3	2	5	4	3	1	7	66
BRACEBRIDGE HEATH	17	15	15	3	2	2	2	1	2	2	1	1	63
BRANSTON	11	12	10	7	2	2	2	2	2	2	1	1	54
BURGH LE MARSH	7	7	9	13	5	3	3	2	2	2		3	56
BUTTERWICK					2	2	2	1	1	1		2	11
CAENBY CORNER				2							1	1	4
CAISTOR	3	5	2	2	2	2	3	2	4	2	2	2	31
CHAPEL ST LEONARDS	19	25	26	26	5	5	3	2	2	2	2	2	119
CHERRY WILLINGHAM	2		1	2	2	2	2	2	2	2	1	1	19
COLSTERWORTH	5	2	6	5	2	3	3	1	2	1		1	31
CONINGSBY	2	2	6	4	2	2	2	3	2	2		1	28
COWBIT							1						1
CRANWELL	3	3	2	2	2	3	2	1	2	2		1	23
CROWLAND					2	2	1		2	1		2	10
DEEPING ST JAMES	1	2	3	5	2	2	2		2	1		2	22
DIGBY	2	2	2		2	2	1	1	2	2	1	1	18
DONINGTON	1				2	3	2	2	2	1			11
EASTON			4	4	1	1	1	1	2	1		1	16
EDENHAM							1	1	2	2	1	1	8
EWERBY	1	1	1		2	2	2	1	2	2		1	15
FISHTOFT	2				2	2	2	1	1	1		2	13
FLEET					1	1	2	1	1			2	8
FOSDYKE BRIDGE													0
FRISKNEY					2	2	2	2	1	2			11
GAINSBOROUGH	26	28	26	27	27	26	28	29	28	30	27	31	333
GOSBERTON	7	7	8	6	7	2	4		2	1			44
GRANGE DE LINGS							1		1	1	1	1	5
GRANTHAM	24	29	26	27	26	27	28	30	29	30	28	31	335
GREAT GONERBY		2	1		1	2	2	3	2	1		1	15
GREETWELL													0
GRIMOLDBY					2	2	2	1	1	2	1	2	13
HALLINGTON	2				3	2							7
HEAPHAM			1										1
HECKINGTON	2	2	2		2	2		1	3	2		1	17
HEIGHINGTON							2	1	2	2		1	8
HEMSWELL CLIFF			2	1	2	2	3	2	2	1	1		14
HOGSTHORPE	2				3	3	2	3	2	3	1	4	23
HOLBEACH	3	8	6	9	5	1	4	1	1	1	2	4	45
HORNCASTLE	6	8	12	13	19	14	7	6	5	2	2	9	103
INGOLDMELLS	11	27	25	23	18	5	2	2	2	2	1	2	120
KEELBY			1		2	2	2	1	2	2	1	1	14
KETTLETHORPE													0
KIRTON	7	9	10	8	3	2	3	1	2	1	1	4	51
LEA	2		2	6	4	2	2	2		2	1	1	24
LEADENHAM													0
LEASINGHAM	1	2	3		2	2	2	1	2	2	1	1	19
LINCOLN CITY	30	31	30	31	31	30	31	30	28	30	28	31	361
LONG BENNINGTON		1		1		2	2	2	2	1		1	12
LONG SUTTON	2	3	3	3	2	1	2	1	2	1		3	23
LOUTH	27	27	25	27	27	25	27	27	28	29	25	29	323
MABLETHORPE	21	29	24	28	28	12	6	6	2	1	1	6	164
MANBY	3	13	9	13	1	2	1		2	1	1	1	47
MARKET DEEPING	2	6	5	6	4	2	2	5	3	1		3	39
MARKET RASEN	6	7	7	7	7	2	5		4	5	2	9	61
METHERINGHAM	2	3	2	1	3	2	2	1	2	2	1	1	22
MORTON	6	7	7	8	8	7	12	18	17	21	18	14	143
MOULTON					2	1	2	1	1	1		3	11
NAVENBY	14	11	8	5	2	2	3	1	2	2	1	1	52
NETTLEHAM	6	8	8	5	2	2	2	2	2	2	1	1	41
NORTH COCKERINGTON					2	2	2	1	2	2	1	2	14
NORTH HYKEHAM	9	5	6	7	6	5	3	7	2	2	1	4	57
NORTH SOMERCOTES					2	2	2	1	2	2	1	2	14
ODDER													0
OLD LEAKE	2			3	4	3	2	1	1	1		4	21
PARTNEY													0
PINCHBECK	4		1	2	3	2	2		2	1			17
QUARRINGTON							1	1	2	2		1	7
RAF SCAMPTON										1			1
REEPHAM	3	5	2	1	2	2	2	2	2	2	1	1	25
RISEHOLME													0
RUSKINGTON	3	3	2	1	2	2	2	1	2	2	1	1	22
SAXILBY	8	10	9	11	4	2	2	2	2	2	1	1	54
SCAMPTON			1				2		1	2	2	1	9
SCOPWICK	3	2	2		2	2	2	1	2	2	1	1	20
SCOTHERN		1	6	1	2	2	2	2	2	2	1	1	22
SCOTTER					2	2	2	2	2	1	1	1	11
SIBSEY	1		1	1	2	2	2	2	1	2			14
SKEGNESS	29	31	30	31	31	30	27	30	28	26	22	30	345
SKELLINGTHORPE	3	2	2	1	2	2	2	2	2	2	1	3	24
SLEAFORD	25	28	26	30	26	25	28	30	28	29	24	30	329
SOUTH HYKEHAM	4	1	1		4	2	2	4	2	2	1	3	26
SPALDING	27	27	25	29	26	26	28	28	26	30	27	29	328
SPILSBY	4	6	2	9	6	2	2	3	2	2	2	3	43
STAMFORD	26	28	26	28	27	27	29	30	29	30	26	28	334
STICKNEY	1	1			2	2	2	2	1	2			13
STOW							2	2	2	2	1	1	10
STURTON BY STOW	2	4	5	1									12
SUTTON BRIDGE	1	1	1		2	1	2	1	1	3		3	15
SUTTON ON SEA	22	24	27	28	28	14	5	3	2			3	156
SWINESHEAD					2	2	2	1	1	1		2	11
TATTERSHALL							2	3	2	2		1	10
THEDDLETHORPE	1	7			2	2							12
THONOCK													0
THORPE ON THE HILL		2		1	3	2	2	2	2	2	2	1	19
THREEKINGHAM													0
TIMBERLAND	1		2	1	2	2	2	3	2	2		1	18
TORKSEY	6	10	7	6	3		10	4	3	8	8	12	77
TOYNTON ALL SAINTS					1		2	2	2	2		3	12
USSELBY			1				1	1	2	2	1	1	9
WADDINGHAM			1		2	2	2	2	2	1	1	1	14
WADDINGTON	20	13	7	6	3	2	4	2	2	2	1	3	63
WAINFLEET ALL SAINTS	20	24	27	30	4	2	2	2	1	2			114
WASHINGBOROUGH	12	12	7	3	2	2	2	1	2	2	1	1	47
WELTON		1	6	3	2	2	2	2	2	2	1	1	24
WHAPLODE		1											1
WIGTOFT													0
WILLINGHAM BY STOW	6	5	1	5	2	2	2	2	2	2	1	1	31
WITHAM ST HUGHS													0
WOODHALL SPA	6	5	7	1	9	6	3	3	3	3		2	48
WRAGBY	8	22	17	7	2	4	3	1	3	2	1	1	71
WYBERTON												2	2

Annual Account

The following account is for Lincolnshire County Council from 1st April 2014 to 31 March 2015 for on-street parking enforcement and the costs of running the service.

<u>Income</u>	
Penalty Charges	£947,735
District Council Operational Costs	£20,000
Total	£967,735
<u>Costs</u>	
Enforcement Contract	£597,155
Notice Processing Contract	£204,653
Council costs	£115,197
Total	£917,005
<u>Surplus</u>	£50,730

In line with the Traffic Management Act 2004, any surplus arising from on-street parking and enforcement is ring-fenced and can only be used for the provision of the enforcement service, supplying or making good parking facilities, transport projects, environmental projects or if the council feels that none of these are required, the funds can be set aside against potential losses for up to 5 years.

Excess income is currently helping to fund changes to parking restrictions, such as the residents Parking Scheme in Stamford as well as helping to ensure other schemes throughout the county are correctly lined and signed.

Lincolnshire County Council receives no income for on-street parking, preferring to provide free limited waiting parking in town centres, helping to support local businesses and services by encouraging more visitors.