

PARKING SERVICE ANNUAL REPORT FOR FINANCIAL YEAR 2016/17

Purpose of the report: To provide information about on-street parking enforcement within Surrey during 2016/17 financial year.

Introduction:

- 1 The County Council is responsible for the management of on-street parking enforcement. On the 31 March 2008, part 6 the Traffic Management Act 2004 (TMA) was enacted. This introduced a number of additional powers and changed the terminology from Decriminalised to Civil Parking Enforcement. Surrey Police do not enforce waiting and parking restrictions in the county and enforcement patrols are carried out by Civil Enforcement Officers (CEOs) employed by the district / borough councils with the authority of the county council.
2. Within the Secretary of State's statutory guidance to local authorities on the civil enforcement of parking contraventions, it states that enforcement authorities should produce an annual report about their enforcement activities. The purpose of this report is to fulfil this requirement.

Background

3. The County Council started operating Decriminalised Parking Enforcement (DPE), in 2004. At that time the enforcement of restrictions and associated administrative functions was carried out by the eleven districts and borough councils on behalf of the County Council with localised agency agreements introduced on a staggered basis.
4. For the operation of parking enforcement up to April 2011, the agency agreements stipulated that the County Council was responsible for all costs. From the 2012/13 financial year and beyond it was agreed that the district and borough Councils carrying out on street enforcement in Surrey would be responsible for any deficit within their areas. Nine districts agreed to this, with Tandridge and Waverley deciding to no longer be involved with on-street parking enforcement. In these districts enforcement is carried out by Reigate and Banstead and Guildford respectively.

5. In April 2013 new five year parking enforcement agency agreements were put in place with all Surrey district and borough councils except Tandridge and Waverley as explained above. The aim of these agreements was to improve operational efficiency and increase transparency as well as local accountability of the on street enforcement operation. The agreements give local committees (who make decisions about where to put parking restrictions) more involvement in enforcement as well.
6. Financial information has been reported by all nine agents (for eleven areas), and has been collated to give the total income / expenditure for on street parking enforcement for the 2016/17 financial year for the County Council as a whole. This is shown in Annex 1.
7. Part 6 of the TMA states that an annual parking report should detail all on-street income / expenditure plus various other figures relating to performance and should be put in the public domain. This report contains the recommended data broken down by individual district in Annex 2. Although not a County Council function, enforcement data for the district and borough council owned and managed car parks is also provided.

Financial reporting

8. The purpose of operating a parking service is not to generate income but to provide a quality service for residents, businesses and motorists within Surrey, helping improve road safety and reduce congestion as well as access to local businesses.
9. The introduction of the TMA created significant changes in the way parking enforcement is undertaken. A key change was the introduction of differential penalty charges, dependant on contravention. The reasoning behind this is that it is deemed some parking contraventions are more serious than others (such as parking on double yellow lines rather than overstaying your time in a parking bay) so the level of penalty charge should reflect this. There are two bands with the higher rate set at £70 and the lower at £50 (both discounted by 50% if paid within 14 days). Whether a contravention is a higher or lower rate is prescribed in regulations and not subject to local discretion. The number of PCNs paid at each level is shown in Annex 2.
10. From 2013/14, where there is an operating surplus in any district or borough it has been agreed to split it between the local committee for that area, the county council and the enforcement team. Note: previous arrangements are explained in the 12/13 report.
11. The total cost of operating on-street parking in each district for 2016/17 is detailed in Annex 1. The figures are as supplied by our enforcement partners and the actual outturn in the county's accounts is slightly different due to the timing of payments and need for accruals at the end of each financial year (this will balance over time).
12. The overall cost of operating on street parking enforcement in Surrey changed from a deficit of £314,431 in 2010/11 to a surplus of £644,377 in

2011/12, £848,430 in 2012/13, £1,031,000 in 2013/14, £1,347,983 in 2014/15, £1,473,718 in 2015/16 and £1,434,906 in 2016/17.

Operational Report

13. Surrey is a varied county and consequently the number of PCNs issued is not consistent in all areas. In simplistic terms the opportunity to undertake enforcement in a built up area is greater than in the countryside. The type of restriction can also have a significant impact. For example, limited waiting bays, where parking is permitted for a certain amount of time but then re-parking in the same place is not allowed for a set period (such as 1 hour, with no return allowed for 2 hours), while popular with residents and businesses, are difficult and require significant resources to enforce.
14. The number of PCNs issued in recent years county wide increased steadily year on year, reaching a peak of just over 98,000 in 14/15. Since then the number has reduced each year to this year's figure of just over 92,500. This is in line with national trends.
15. In April 2011, Guildford Borough Council took over on street enforcement in Waverley. At the same time Reigate and Banstead took over enforcement in Tandridge. In both cases the transition went smoothly and helped turn around historical financial deficits for parking enforcement in these areas from 2012. In January 2013, on street parking charges were introduced in Farnham and this has helped increase the operational surplus in Waverley as a whole.
16. The majority of the operating surplus derived from parking enforcement is from the largest towns with established controlled parking zones, including Guildford, Woking, Farnham and Walton on Thames, where there is on street charging (eg pay & display) and residents permit schemes.
17. Annex 2 details operational parking data for the eleven boroughs / districts. It is laid out as recommended by the guidance; hence the inclusion of number of vehicles immobilised / removed. This is shown as not applicable because the county council and our agents do not immobilise or remove vehicles for parking contraventions, in line with the policy decision made by the former Executive.
18. There needs to be a fair enforcement regime if waiting restrictions are to be respected by motorists. This needs to be balanced against the cost of enforcement to ensure that any proposal is financially sound and does not generate unsustainable revenue commitments for the County or district. It is not always possible to provide levels of enforcement that some residents would like.
19. The SCC and district/borough parking teams regularly assess and amend existing signs and lines on the ground to ensure that they meet the requirements of the legislation. This has helped make it clearer to drivers to understand what the restrictions are and helped remove any ambiguity.

20. Each local committee area in Surrey also receives a more specific parking enforcement report for its area. These can be found on the respective local committee web page.
21. Parking is a pressure in many locations within Surrey. The Council receives many requests to increase or introduce restrictions, and for additional enforcement where controls already exist. Reviews of restrictions are ongoing throughout the County, in accordance with the priorities of the Local Committee for that area. If the funding is available the Parking Team aim to review each area on a 15 month cycle, however this depends on the number of locations in the review.

New operational arrangements

21. As the current parking enforcement agency agreements expire on 31 March 2018, a review of the enforcement arrangements has been taking place over the last year with the intention of putting new arrangements in place from April 2018.

Financial and value for money implications

22. The Secretary of State's statutory guidance states that it is a sensible aim for CPE operations to be self-financing, and that if they are not, the authorities should be certain that the operations can be paid for from within existing funding. With continued pressure on public finances, it is increasingly important for Surrey to try to run its CPE operation in a way that is at least cost neutral, as neither national nor local taxpayers should be expected to meet any deficit.
23. The surplus identified in Annex 1 must be used in accordance with Section 55 of the Road Traffic Regulation Act 1984 (as amended). This generally limits use to highway, parking or environmental work in the public realm.

Equalities Implications

24. Effective enforcement of parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays.

Risk Management Implications

25. None

Implications for the Council's Priorities or Community Strategy/Local Area Agreement Targets

26. On street enforcement contributes to objectives of the Surrey Transport Plan helping tackle congestion and improve accessibility, which can be hindered by inconsiderate parking.
-

Report contact: David Curl, Parking Strategy & Implementation Team Manager

Contact details: highways@surreycc.gov.uk or call 0300 200 1003

Sources/background papers:

Parking Service Annual Reports for 2010/11, 2011/12, 2012/13, 2013/14, 2014/15 and 2015/16.

Operation of Civil Parking Enforcement 23 October 2012, SCC Cabinet

Operation of Civil Parking Enforcement 30 January 2018, SCC Cabinet

Summary of CPE financial Outturn in Surrey by District, 2016/17

Enforcement Area (Borough/District)	Total Income	Total Expenditure	Net Cost of CPE in each area negative is a deficit
Elmbridge	£1,010,386	£527,739	£482,647
Epsom & Ewell	£374,281	£316,256	£58,025
Guildford	£1,491,095	£946,979	£594,889
Mole Valley	£137,276	£175,636	-£38,360
Reigate & Banstead	£335,063	£426,645	-£91,582
Runnymede	£160,429	£138,249	£22,180
Spelthorne	£191,652	£130,041	£61,611
Surrey Heath	£363,596	£421,382	-£57,786
Tandridge	£106,954	£137,639	-£30,685
Waverley	£395,634	£216,485	£190,762
Woking	£941,860	£698,655	£243,205
Surrey Total	£5,508,226	£4,135,706	£1,434,906

All figures are for PCNs issued in Surrey under CPE between 1st April 2016 and 31st March 2017.

	Surrey C.C. 15_16		Surrey C.C. 16_17		Elmbridge		Epsom & Ewell		Guildford		Mole Valley		Reigate & Banstead		Runnymede		Spelthorne		Surrey Heath		Tandridge		Waverley		Woking	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
ON STREET PARKING																										
Total Number of PCNs issued	96376	-	91158	-	19341	21.2	8619	9.5	15362	16.9	4040	4.4	8008	8.8	4408	4.8	4823	5.3	8104	8.9	2997	3.3	5158	5.7	10298	11.3
Number of CEOs employed	49.2	-	55.4	-	5.4	9.7	4	7.2	8.5	15.3	3.5	6.3	10	18.1	1.5	2.7	2.5	4.5	0.0	10	18.1	3	5.4	7	12.6	
Number of higher level PCNs issued	67588	70.1	65124	71.4	12118	62.7	7728	89.7	10126	65.9	2097	51.9	5849	73.0	3330	75.5	4188	86.8	7568	93.4	1934	64.5	3836	74.4	6350	61.7
Number of lower level PCNs issued	28789	29.9	26034	28.6	7223	37.3	891	10.3	5236	34.1	1943	48.1	2159	27.0	1078	24.5	635	13.2	536	6.6	1063	35.5	1322	25.6	3948	38.3
Number paid at discount	57947	60.1	60562	66.4	14069	72.7	5599	65.0	9798	63.8	2717	67.3	5402	67.5	3076	69.8	2972	61.6	5886	72.6	2100	70.1	3440	66.7	5503	53.4
Number paid at full (or above)	13039	13.5	13022	14.3	2955	15.3	1348	15.6	1644	10.7	519	12.8	1769	22.1	457	10.4	577	12.0	997	12.3	423	14.1	544	10.5	1789	17.4
Total Number of PCNs paid	77676	80.6	73584	80.7	17024	88.0	6947	80.6	11442	74.5	3236	80.1	7171	89.5	3533	80.1	3549	73.6	6883	84.9	2523	84.2	3984	77.2	7292	70.8
Number of PCNs against which formal or informal reps made	15590	16.2	13751	15.1	3880	20.1	0	0.0	1955	12.7	862	21.3	1045	13.0	562	12.7	660	13.7	1365	16.8	320	10.7	748	14.5	2354	18.5
Number of PCNs cancelled as a result of formal or informal reps	7331	7.6	5906	6.5	1453	7.5	384	4.5	894	5.8	181	4.5	385	4.8	102	2.3	306	6.3	597	7.4	100	3.3	298	5.8	1590	12.5
Number of PCNs cancelled for other reasons	2002	2.1	3497	3.8	628	3.2	142	1.6	575	3.7	205	5.1	26	0.3	629	14.3	241	5.0	159	2.0	29	1.0	477	9.2	528	4.1
Number of PCNs written off	3771	3.9	2098	2.3	2	0.0	428	5.0	784	5.1	80	2.0	19	0.2	144	3.3	77	1.6	152	1.9	10	0.3	189	3.7	641	5.0
Number of Vehicles immobilised	0		0		0		0		0		0		0		0		0		0		0		0		0	
Number of vehicles removed.	0		0		0		83				0		0		0		0		0		0		0		0	
PCNs outstanding											1667												209			
OFF STREET PARKING																										
Total Number of PCNs issued	66669	-	59989	-	13590	22.7	3633	6.1	10681	17.8	5389	9.0	3376	5.6	2810	4.7	4118	6.9	1215	2.0	1033	1.7	11714	19.5	2430	4.1
Number of CEOs employed	42.8	-	34.6	-	3.6	10.4	4	11.6	7	20.2	3.5	10.1		0.0	1.5	4.3	5	14.5	0.0		0.0	3	8.7	7	20.2	
Number of higher level PCNs issued	7835	11.8	7766	12.9	291	2.1	223	6.1	1889	17.7	1616	30.0	961	28.5	107	3.8	657	16.0	352	29.0	63	6.1	401	3.4	1206	49.6
Number of lower level PCNs issued	58834	88.2	52223	87.1	13299	97.9	3410	93.9	8792	82.3	3773	70.0	2415	71.5	2703	96.2	3461	84.0	863	71.0	970	93.9	11313	96.6	1224	50.4
Number paid at discount	35408	53.1	33691	56.2	8838	65.0	2042	56.2	5978	56.0	2818	52.3	1941	57.5	1798	64.0	2105	51.1	838	69.0	693	67.1	7332	62.6	1350	55.6
Number paid at full (or above)	7941	11.9	6805	11.3	1399	10.3	460	12.7	1083	10.1	1148	21.3	489	14.5	300	10.7	385	9.3	149	12.3	122	11.8	1412	12.1	318	13.1
Total Number of PCNs paid	48720	73.1	42998	71.7	10237	75.3	2502	68.9	7061	66.1	3966	73.6	2430	72.0	2098	74.7	2490	60.5	987	81.2	815	78.9	8744	74.6	1668	68.6
Number of PCNs against which formal or informal reps made	12716	19.1	12412	20.7	3527	26.0	0	0.0	2033	19.0	914	17.0	847	25.1	649	23.1	1117	27.1	261	21.5	229	22.2	2835	24.2		
Number of PCNs cancelled as a result of formal or informal reps	8763	13.1	8311	13.9	2400	17.7	726	20.0	1505	14.1	523	9.7	372	11.0	335	11.9	854	20.7	89	7.3	101	9.8	2132	18.2		
Number of PCNs cancelled for other reasons	1127	1.7	1697	2.8	321	2.4	61	1.7	466	4.4	208	3.9	70	2.1	342	12.2	207	5.0	24	2.0	21	2.0	38	0.3		
Number of PCNs written off	1394	2.1	953	1.6	1	0.0	126	3.5	670	6.3	56	1.0	5	0.1	35	1.2	88	2.1	32	2.6	2	0.2	64	0.5		
Number of Vehicles immobilised	0		0		0		0		0		0		0		0		0		0		0		0		0	
Number of vehicles removed.	0		0		0		0		0		0		0		0		0		0		0		0		0	
PCNs outstanding										979																

See above as
amalgamated stats with
onstreet