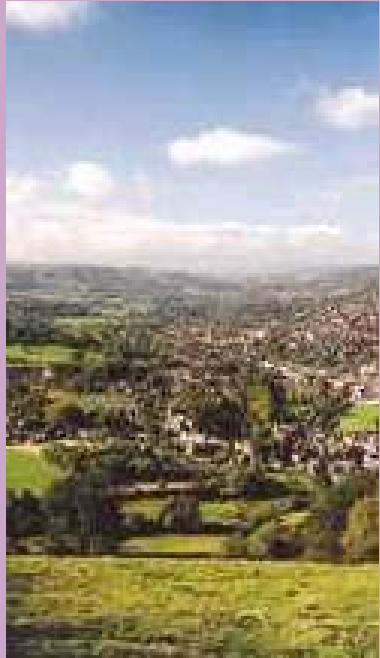


# Civil Parking Enforcement

James Adams

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# Health Warning

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- Don't know local issues.
- So please use slips and box at back of room to make suggestions.
- Current issues need referring to the police until Civil Parking Enforcement is in.

# Background

- **As Highway Authority Derbyshire County Council is responsible for the highway network in the eight District and Borough Councils:**
  - High Peak Borough Council, Derbyshire Dales District Council, Chesterfield Borough Council, North East Derbyshire District Council, Bolsover District Council, South Derbyshire District Council, Amber Valley Borough Council, Erewash Borough Council.
- **Also looking to work with:**
  - Countryside Service
  - Peak District National Park Authority

# What is Civil Parking Enforcement?

- **This is a Government scheme to allow the Police to put more money into fighting crime. It moves the parking enforcement to Derbyshire County Council, the highway authority.**
- **Links on-street and off-street (car park) enforcement, i.e. County and District responsibilities.**

# Why Do It?

- It will improve **Road Safety** and **Demand Management**.
- Improved Road Safety.
  - Parking dangerously will get a ticket.
- Demand Management. Need to share parking space with (e.g.):
  - Residents
  - Businesses
  - Shoppers
  - Tourists
  - Other users
- Our ability to manage the need for increased enforcement staff will deter others from overstaying welcome, or parking dangerously.

# How it works



- From Summer 2008, DCC will take over Police powers for parking enforcement on the highway, but not moving traffic offences.
- Will also take on the powers to enforce off street municipal parking from Districts and Boroughs.
- Most District/Borough Councils will manage day to day operational contract for both off street and on street parking.
- There will be no more **Traffic Wardens** issuing **Fixed Penalty Notices**, but **Parking Attendants** (soon to be called **Civil Enforcement Officers**) will put **Penalty Charge Notices (PCNs)** on vehicles.

# How it works

- **Parking Attendants provided under a contract to the authorities. They will be badged and uniformed and not used for other purposes.**
- **PCNs fixed to vehicle and electronically sent to ticket office.**
- **Once a Parking Attendant starts to write a ticket it is deemed to have been issued. It will be sent on to the registered owner of the vehicle even if the driver drives off.**
- **Photographs of the offence will be available online (secure codes will prevent unauthorised access)**
- **Opportunity to pay electronically.**
- **Paying quickly will reduce PCN by 50%. (Not sure of exact timescales).**

# How it works

- Appeals against **PCNs** will be considered first by the council that issued it and then appeals can be heard at the National Parking Adjudication Service (NPAS) who will look at all the evidence and adjudicate accordingly. NPAS's ruling is final.
- This being a civil system, there is no recourse to the courts.
- The Police will still be responsible for enforcing Obstruction of the footway and carriageway. This includes parking alongside Solid White Line Systems in the middle of the road.
- A Website will be set up to help inform people of parking restrictions, enforcement policies and the PCN process, including how to appeal.
- There are no targets beyond ensuring there is equitable use of the parking space and traffic can flow smoothly and safely.

# Costs implications

- There will be set up, with running costs; it is normal for a loss to occur in the early years, but when the set up costs have been covered, a small surplus can be gained in the longer term.
- **It is not a money making scheme, but all the costs need to be met.** The aim is to release the Police to other duties, and ensure an equitable use of the parking space available.
- Numbers of Parking Attendants can be adjusted to reflect need.
- If everyone parked correctly, we wouldn't need to do any enforcement.
- **If any surpluses do arise, they have to be spent on car parks or on the highway network, where it was raised.**

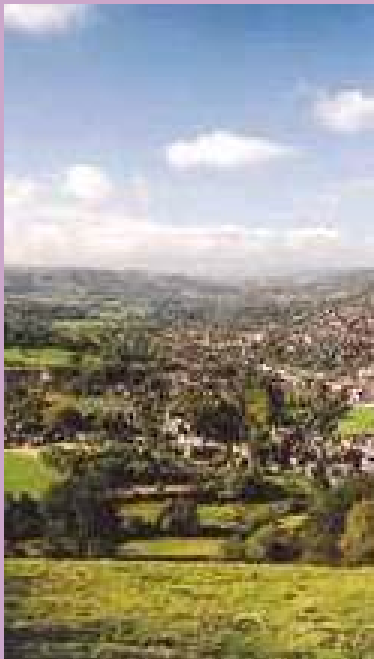
# Signs and Lines

- **Orders can either be:**
  - **On-street Traffic Regulation Orders (TROs)**
  - **or Off-street Car Park Orders.**
- **They are legal documents, which state what can and can not take place on the highway, or in the car parks, and if any charges apply.**
- **We are checking:**
  - **All orders**
  - **All parking, limited waiting and loading restrictions to make sure they are needed and suit the local conditions, e.g, a factory has shut so the yellow lines are not needed anymore.**
  - **Condition of signs and lines (where needed, worn out signs and lines will be replaced).**
- **We have made some new legal on-street Orders to make sure the restrictions use modern descriptions.**

# Conclusions

- **We have identified all the signs and lines that need replacing and this will be done before we start enforcing.**
- **We are reviewing the restrictions to make sure they are appropriate for the highway network now, and in the future.**
- **We can target hot spots, if required.**
- **If you have any suggestions of where restrictions need reviewing, please put them in the suggestion box.**
- **We are aiming to introduce CPE in Summer 2008.**

# Civil Parking Enforcement



Questions