Cannock Chase Council
Decriminalised Parking Enforcement (DPE)

Nick Miller
Parking Manager (CNO)
Principals of Civil On-Street Car Parking Enforcement (DPE)

- Powers for LA parking enforcement
- New powers for moving traffic offences to be announced by Government
- Allows Police to concentrate on criminality
- Penalty Charge Notice system for offences
- National Adjudication Service for appeals
Cntd.

• Improved Parking Enforcement – 7,000 tickets currently issued by Police, 83,000 under DPE
• 9000 in CCDC area.
• It provides a better environment, prepares the way for growth in traffic and provides vital support to Public transport
• Self-financing overall
• It requires a Partnership approach
Typical parking problems....
Benefits of Introducing DPE

- The Councils and partners decide the enforcement required
- New traffic schemes can be enforced
- Promotes improved parking management and encouragement to use car parks
- Improved environmental and safety conditions
- Police resources freed up to deal with other criminality
- Allows introduction of Residents Parking Zones
The Steps to Implementation

• Feasibility Study (complete July 05)

• Completion of Partnership agreements with Districts:
  • 1st phase - completed
  • 2nd phase by Jan 08
  • 3rd phase by Jan 09

• DfT application & formal consultation - completed

• Formation of a business strategy - completed

• Agreement that Central Notice Processing is carried out centrally by Stoke City Council (ongoing with Districts)
• Review of Parking related Traffic Regulation Orders:
  • Consolidation orders:
    » Phase 1 July/ Aug 07
    » Phase 2 & 3 July/Aug 08
• Communication Strategy (Jan 2006 – DPE start date)
• Training and procedures (May 2007 – DPE start date)
• DPE start dates
  • Phase 1 SMDC & ESBC 1/10/07, NBC & SBC 1/11/07
  • Phase 2 TBC, LDC & CCDC late autumn 08
  • Phase 3 SSDC 09/10
Current Countywide Financial Position

- Total start up costs of £1.44m including TRO Review and deficits anticipated in 1st year of operation
- SCC to fund capital start up costs and TRO review, predicted at £552k
- Districts to fund revenue costs predicted at £315k and 1st year deficits predicted at £576k
- CCDC costs approximately £105,000
- Payback commences as of year 2, depending on district position, via PCN surplus and additional on street parking revenues
- Following payback in year 4/5 surpluses used to fund transportation schemes in District of origin
District/County Partnership
Agreements completed with SBC, SMDC, NBC & ESBC

• Financial provisions, termination, PI’s, operational objectives and roles of the Councils
• Creation of Staffordshire Parking Board – 1 member from each District, SCC and Police
• Local Parking Panel – Equal number of District/County Members (max 4), District Council Service Manager, SCC Parking Manager, Local Police Commander
Roles of the Organisations

• County Council
  - Strategic Policy
  - TRO Review and Maintenance
  - Joint procurement, Public Relations, Procedures
  - Performance Monitoring
  - Reporting to Home Office/DfT

• District Council
  - Day-to-day Management
  - Operational Enforcement
  - PCN Processing (via SoT)
• **Police**
  - Formal agreement for SCC to apply for DPE powers
  - Continue enforcement for obstruction/dangerous parking/pavement parking

• **Staffordshire Parking Board**
  - Set PCN level
  - Agree Policy
  - Direct Strategy
  - Review Performance and financial position

• **Local Parking Committee**
  - Monitor performance and financial position and report to SPB
  - Manage service provision
  - Recommend areas for Residents Parking Zones and prioritise, in accordance with Policy
  - Decide on schemes funded from PCN surplus
Residents Parking Zones (RPZ’s)

Advantages

• Ensures available kerb space is for use by Permit Holders Only
• Allows DPE Parking Attendants to take action against inappropriate parking
• Matches authorised parking to available kerb space.
• If RPZ policy applied and only appropriate areas chosen can solve residents’ parking problems
Residents Parking Zones

**Disadvantages**

- There is a charge for Permits to contribute towards scheme costs and enforcement expected to be in order of (£50/year)
- Limited number of parking spaces available, residents may not be issued with as many permits as they want
- High levels of enforcement needed; this can only be provided when DPE Powers are in force
Proposals

• Phased implementation of DPE across the County – 1st tranche to include Newcastle, Staffordshire Moorlands, East Staffordshire and Stafford. 2nd tranche includes Tamworth, Lichfield and Cannock.

• Review the introduction of on-street parking charges after implementation of DPE

• PCN Order processing carried out centrally by Stoke City Council.

Continued
• County to fund Capital costs
  – Districts to fund Revenue costs
• Recovery of DPE set up costs from on-street account over period of years, following which surpluses are:
  - spent in the District of source
  - Subject to S.55 RTRA ’84 and TMA ’04
• Levy to County for strategic role and Districts for day-to-day operational costs
• Additional off-street surpluses (car park income)
  - No change (district funds)
City of Stoke on Trent

Decriminalised Parking Enforcement

Notice Processing

Since October 2001
Each District will issue a Penalty Charge Notice

**Penalty Charge Notice** is attached to the windscreen - £60

**Challenge** – in writing to Stoke. Stoke will review case and uphold or waive the PCN based upon the parking policy.

**Payments to District**
- £30 < 14 days
- £60 > 14 days
- Chq payments to processing centre

**A Notice to Owner** will be issued by Stoke after 28 days to the registered owner of the vehicle, utilising DVLA data.

**Representation** – in writing to Stoke. Stoke will review case and either uphold or waive the PCN based upon the parking policy (If no Appeal registered and no payment then to Charge Cert).

**A Charge Certificate** will be issued by Stoke; the PCN will now cost £90.

**Debt Registered** - with the Traffic Enforcement Centre and if no payment or declaration; **Bailiffs** instructions issued – PCN £95 or £95 + bailiff costs.

**Appeal to NPAS** (National Parking Adjudication Services) Stoke will prepare the case to be authorised by District before being sent to NPAS. Adjudicator will review case and make an independent decision either via post or at a personal hearing which Stoke will attend.

**Pay**
- PCN £60 as above
- £95 plus Bailiff Fees

**If Late Statutory Declaration** Completed, Stoke will either accept or reject the case. If rejected Stoke will complete an Affidavit and attend a Court Directions Hearing.

**Pay**
- PCN £90

If a payment of £60 is not received within 14 days, the Debt will be registered by the Traffic Enforcement Centre and a Bailiff’s Instruction will be issued.

Each District will authorise Stoke to register the debt at the county court.
# Key Performance Indicators

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Log correspondence &amp; calls</td>
<td>On day of receipt</td>
</tr>
<tr>
<td>Respond to Warrant, Statutory Declaration or appeal correspondence</td>
<td>Within 7 working days</td>
</tr>
<tr>
<td>Respond to letters</td>
<td>Within 10 working days</td>
</tr>
<tr>
<td>Send Notice to Owner</td>
<td>Within 35 days of PCN</td>
</tr>
<tr>
<td>Send Charge Certificate</td>
<td>Within 35 days of NTO</td>
</tr>
<tr>
<td>Register case at TEC</td>
<td>Within 35 days of CC</td>
</tr>
<tr>
<td>Send Notice of Debt Registration</td>
<td>Within 7 days of TEC registration</td>
</tr>
<tr>
<td>Instruct Bailiff</td>
<td>Within 7 days of Debt registration</td>
</tr>
</tbody>
</table>