



Mid Sussex District Council Parking Services Annual Report 2008-09

Introduction

Parking Services is an important and expanding service that is provided by the Council. It has grown considerably over the past few years and will continue to grow as it looks to improve parking capacity, increase its enforcement presence and introduce controlled parking zones.

The area manages and maintains the District's 32 car parks (20 town centre and 12 rural car parks) and provides the enforcement service for both on street and off-street parking, in partnership with West Sussex County Council. The service also manages the administration for the County Council's Controlled Parking Zone (CPZ) Scheme in East Grinstead that involves enforcement, cash collection and administrative functions.

Off-Street Parking Policy Framework

We believe that parking management should be an essential component of a sustainable movement strategy aimed at reducing unnecessary journeys by car.

An adequate supply of conveniently located short stay parking spaces is fundamental to the vitality and viability of the three main centres in Mid Sussex and a number of the larger villages.

Parking spaces allocated for long-stay use should be in less convenient locations, such as on the periphery of centres and the pricing should be supportive of policies to discourage commuting wholly by car.

Where new developments are permitted, the number of parking spaces should normally be restricted to below full demand levels, especially in urban areas. Contributions are often provided from the developer to improve public transport accessibility, or improvements for cyclists or pedestrians. (These are in addition to contributions to ensure adequate traffic infrastructure).

Public car parks should be progressively improved to ensure the delivery of a high standard of service to the community and visitors. Car park charges and season ticket allocations should be reviewed periodically in order to ensure that sufficient numbers of spaces are available to meet the needs of shoppers and visitors to town centres.

The regulation of on-street parking should ensure effective enforcement and the protection of residents, visitors and business' parking needs. Parking policies should be co-ordinated with transport policies to ensure the safe and efficient operation of the road network consistent with environmental objectives.

Parking Enforcement Policy

LAPE (Local Authority Parking Enforcement) was introduced throughout the Mid Sussex area on 23rd January 2006. With effect from 31st March 2008 and the implementation of the Traffic Management Act 2004, LAPE is now known as CPE (Civil Parking Enforcement) and Parking Attendants are known as Civil Enforcement Officers.

The prime aim of enforcement is to achieve the following policy objectives –

- To encourage a high level of compliance by motorists with the parking controls and waiting and loading restrictions.
- To integrate traffic management policies with effective on-street enforcement.
- To ensure the equitable distribution and management of the availability of parking space.
- Provide dedicated on-street enforcement.
- Be responsive to changing priorities, local factors and demand.
- Provide parking permits, exemptions, dispensations and waivers for residents and businesses, the disabled, and others as appropriate.

Parking enforcement will be 'fair but firm' and community support for or acceptance of parking controls is conditional upon achieving this balance in the enforcement. In general, enforcement activity will comply with the following principles –

- Fairness in applying the legislation and securing compliance.
- Targeting of enforcement action where necessary.
- Consistency of approach.
- Transparency about what enforcement action is taken and why.
- Recognition that an effective relationship between all areas of the enforcement operation is needed.



Annual Performance Reporting

Clearly, reporting is an important part of accountability. The transparency given by regular and consistent reporting will help the public understand and accept CPE. Monitoring also provides the West Sussex CPE authorities with management information for performance evaluation and helps to identify where they might need to improve the CPE regimes. It provides a framework for performance comparisons between councils and this report includes a section showing the benefits that any net parking income has helped to pay for through the WSCC On-Street Parking Account.

West Sussex CPE enforcement authorities will produce an annual report about their enforcement activities within six months of the end of each financial year. The report will be published and as a minimum it will cover the financial, statistical and other data necessary to illustrate the performance of the respective CPE schemes.

West Sussex CPE enforcement authorities will make annual returns to the Government about the number and speed of payment of PCNs. All West Sussex CPE authorities use the Traffic Penalty Tribunal, which is an independent adjudication service, and so they will also advise the adjudication service in a timely fashion how many PCNs they have issued.

A full West Sussex CPE Annual Report 2008-09 is currently being finalised and will be published in hard copy and on this website soon. In the meantime, here are the 2008-09 Mid Sussex District Council Performance figures:

Mid Sussex District Council Annual Enforcement Account Report 2008 / 2009	TOTAL
Finance	
Total income from on-street PCNs	£148,980.00
Total income from off-street PCNs	£111,287.05
Total surplus in the enforcement parking account	£0.00
Total deficit in the enforcement parking account	£85,402.00
Information on spending from surplus made	N/A
Enforcement (total, except where specified)	
Number of PCNs issued	10,696
Average monthly number of deployment hours	1345
Average monthly number of supervisors in employment	2
Average monthly number of trained CEOs in employment	10
Number of complaints	1
% of PCNs issued at the lower level	30%
% of PCNs issued at the higher level	70%
Number of PCNs paid (incl. some from previous year)	8,186
% of PCNs paid at discount rate	86%
% of PCNs against which an informal challenge was made	29.60%
% of informal challenges accepted	71.42%
% of informal challenges rejected	28.58%
Ave number of days taken to respond to informal challenge	1
Legislative requirement for number of working days to respond to informal challenge	14
% of PCNs going onto Notice to Owners	18%
% of PCNs against which a formal representation was made	0.40%
% of formal representations accepted	23.26%
% of formal representations rejected	76.74%
Ave number of days taken to respond to formal representation	1
Legislative requirement for number of working days to respond to formal representation	56
% of PCNs written off for other reasons - CEO error, drive-aways, DVLA untraceable	2%
Number of vehicles immobilised	0
Number of vehicles removed	0
% of PCNs where appeals lodged with the Independent Parking Adjudicator	0.15%
% of appeals accepted by the Independent Parking Adjudicator	81%

% of appeals rejected by the Independent Parking Adjudicator	19%
% of PCNs where Charge Certificates issued	9%
Number of Charge Certificates paid	2%
% of PCNs registered as debts with the Traffic Enforcement Centre	5%
% of PCNs going to warrant	3%