

Cambridgeshire County Council: 2016-17 Parking Account.

1.0 INTRODUCTION

- 1.1 The Department for Communities and Local Government issued guidance on the Local Government Transparency code in October 2014.
- 1.2 The local government transparency code is issued to meet the government's desire to place more power into citizens' hands to increase democratic accountability. It will make it easier for local people to contribute to the local decision making process and help shape public services
- 1.3 The Local Government Transparency code is a wide ranging code which includes the requirement for Local Authorities to publish data including a breakdown of income and expenditure on the authority's parking account, how the authority has spent a surplus on its parking account and the number of marked out controlled on and off-street parking spaces within their area, or an estimate of the number of spaces where controlled parking space is not marked out in individual parking bays or spaces.
- 1.4 This paper sets out this information for the 2016/17 financial year.

2.0 SUMMARY

- 2.1 The uses to which income from parking can be put are set out in Section 55 (4) of the Road Traffic Regulation Act 1984. This covers income from parking charges, parking permits and Penalty Charge Notices (often referred to as fines).
- 2.2 The operation of on and off street parking spaces, the management of parking through the introduction of parking restrictions and use of parking permits contribute to the management of traffic in Cambridge. Traffic management is a key part of the Local Transport Plan, a statutory document that sets out how transport will help support the development of the Cambridge Region over the next 15 years.
- 2.3 The key objective of the enforcement policy is to maintain an appropriate balance between the requirements of residents, visitors, businesses and access for disabled people and thereby contributing to the economic growth and success of Cambridge.

3.0 BACKGROUND

- 3.1 The Council receives income from parking via a number of sources including from on-Street Pay and Display machines, parking permits and Penalty Charge Notices (PCNs).

Pay and display income

- 3.2 Cambridgeshire County Council is responsible for approximately 1562 on-street pay and display bays. These parking spaces play a key role in combating congestion within Cambridge.
- 3.3 Parking spaces both on and off street are limited as the growth of the city and vehicle ownership over the last 10 years in particular has resulted in increased demand for parking. This means that the County Council has to manage the competing demands of all drivers who live or work in the city.
- 3.4 Well thought out parking management can be used to moderate demand, target specific types of users at different times of the day.
- 3.5 In addition, there are around 966 'other' bays (including time limited, unlimited and disabled) within the peripheral parking zone in Cambridge.

Parking Permits

- 3.6 Permit parking schemes are aimed at easing parking problems that had often been experienced for many years. Measures include the introduction of permit parking, pay and display parking and waiting restrictions. In helping manage parking demand, the schemes can also help improve residents' ability to park near their properties, create a turnover of parking spaces to benefit visitors to the area and help the operation of local businesses.
- 3.7 Within permit parking schemes, income comes from a variety of sources Including:
- Resident permits
 - Business permits
 - Visitors permits
- 3.8 **3430** resident and **33738** visitor permits were sold in 2016/17, with the income from permits contributing to the scheme's enforcement, maintenance and administration.
- 3.9 There are currently around 3,138 on street 'permit' bays within Cambridge.

Table 1 – Summary of Resident and Visitor Permits Issued 2016/2017

Permit Scheme	2015/16		2016/17	
	Resident	Visitor	Resident	Visitor
Benson	172	917	172	970
Brunswick	113	1305	106	1066
Castle Hill	474	4376	469	4502
De Freville	616	4984	596	4814
Guest	75	863	75	733
Kite	417	5180	422	5195
Newtown	214	2670	203	2590
Park Street	47	1262	51	1143
Petersfield	369	3333	390	3527
Regent Terrace	5	184	7	246
Riverside	265	2237	259	1899
Shaftesbury	15	86	13	59
Silverwood Close	58	84	56	264
Tenison	562	6389	562	6074
West Cambridge	45	476	49	656
TOTALS	3447	34346	3430	33738

Summary

The above data reflects marginal increases with regards to online resident and visitor permit purchases across many of the resident schemes with no major significant changes with a strong demand for the 5 day visitor permits.

Penalty Charge Notices

3.10 The Council's Civil Enforcement Officers enforce parking restrictions across the city. The cost of a PCN depends on the offence committed and are set by legislation £70 or £50 (reduced by 50% if paid within 14 days). There are no indications of plans to change the level at present. Enforcement is carried out via foot patrols on bike and scooters

4.0 2016/17 PARKING ACCOUNT

4.1 Pay and display income, parking permit income and penalty charge notice income jointly make up the 'parking account', the use of which is regulated by Section 55 (4) of the Road Traffic Regulation Act 1984. This Act sets out the purposes for which income beyond the costs of running the parking service can be used:

- Provision and maintenance of off street parking
- Funding public transport
- Highway and road improvements and maintenance
- Reducing environmental pollution
- Improvement and maintenance of public open space
- Provision of outdoor recreational facilities open to the public without charge

4.2 Many of these functions are carried out by the Council's Highways Service, which includes Integrated Highways Management Centre and Highways Maintenance Divisions a long with the Better Bus Partnership. Any income from parking is currently utilised to underpin the activities of these service areas.

4.3 In terms of the 2015/2016 v 2016/17 financial year comparison, the parking account summaries (including direct costs and an allocation of indirect costs) is as follows:

Table 3 Parking account Summaries 2015/16 v 2016/17

Expenditure	2015/2016	2016/2017	Variance
Employee Costs	£277,995	£259,777	Minus £18,218 on 2015/16 (minus 6.5%)
Cash Collection Costs	£39,039	£27,564	Minus £11,474 on 2015/16 (minus 29.39%)
Traffic Penalty Tribunal Levy	£17,535	£25,787	Plus £8,252 on 2015/16 (plus 47.06%)
Traffic Enforcement Court Fees	£14,401	£22,000	Plus £7599 on 2015/16 (plus 52.76%)
Office Supplies and Internal Services	£9,083	£5,934	Minus £3,149 on 2015/16 (minus 34.6%)
Signs and Lines	£9,751	£11,577	Plus £1826 on 2015/16 (plus 18.72%)
Enforcement/IT Costs	£779,551	£717,351	Minus £62,200 on 2015/16 (minus 7.97%)
Pay and Display Machine Upgrade	£95,660	£0	N/A no machine upgrade in 2016/17
P & D Supplies and Services	£56,559	£112,191	Plus £55,632 on 2015/16 (98.3%)
Totals	£1,299,574	£1,182,181	Minus £117,393 on 2015/16 (-9.03%)

Summary

The notable saving of £117,393 on 2016/17 expenditure is the result of reduction expenditure on the combination of enforcement and IT costs/outlay, employee costs and office supplies/services – making the overall expenditure for 2016/2017 reduced by 9.03% against 2015/16 account figures.

Table 4 Parking Account Financial data 2016/2017

Income	2015/2016	2016/2017	Variance
On street Pay and Display	£1,949,434	£2,217,087	Plus £267,653 on 2015/16 (Plus 13.72%)
Resident Permits	£465,146	£462,760	Minus £2,386 on 2015/16 (- 0.51%)
HDC	£84,203	£79,238	Minus £4965 on 2015/16 (- 5.89%)
Ely Permits	£234	£0	Minus £234 on 2015/16 (- 100%)
Dispensations/Waivers	£12,775	£22,529	Plus £9,754 on 2015/16 (plus 76.35%)
Suspensions	£21,796	£76,054	Plus £54,258 on 2015/16 (plus 248.9%)
Bus Lanes and Bus Gates	£537,396	£515,122	Minus £22,274 on 2015/16 (- 4.14%)

Penalty Charge Notices (on street)	£1,157,297	£1,119,572	Minus £37,725 on 2015/16 (- 3.25%)
Totals	£4,601,827	£4,492,362	Minus £109,465 on 2015/16 (- 2.37%)

- 4.4 Parking services has continued with a concerted effort to reduce cost and develop efficiencies. The review of charges has seen a significant increase in income in several areas. On street Pay and Display incomes has increased significantly whilst the number of spaces available has reduced.
- 4.5 Parking Services continue to develop and utilise new technology. A new provider for Enforcement was appointed seeing Legion Parking return to the City which will realise savings and has already shown improvements in performance. The decision was taken to manage the IT side of enforcement which began with the introduction of Android Handhelds allowing vastly improved use of real-time data. Ringo pay by phone and contactless payment Pay and Display machine at 12 central sites was introduced. In addition the Appy Parking APP was introduced in conjunction with the Policy and Regulation team to provide the public with details of parking restrictions in the City.

Table 5 Parking Account Financial data 2016/2017

Allocation of parking Surplus	2015/2016	2016/2017	Variance
City Council Shop Mobility Scheme	£49,530	£0	Minus (100%) on 2015/16
Park and Ride	£21,824	£0	Minus (100%) on 2015/16
Concessionary Fares	£287,397	£599,145	Plus £311,748 on 2015/16 (108.4%)
Cambridge BID	£12,500	£0	Minus (100%) on 2015/16
Rising Bollard Maintenance	£57,858	£17,422	Minus £40,436 on 2015/16 (-69.88%)
IHMC	£160,000	£152,529	Minus £7471 on 2015/16 (-4.66%)
Real Time Passenger Information System	£136,733	£94,996	Minus £41,737 on 2015/16 (-30.5%)
Traffic Surveys	£20,000	£52,344	Plus £32,344 on 2015/16 (plus 161.7%)
Drummer Street	£49,373	£24,945	Minus £24,428 on 2015/16 (-49.4%)
Cambridge City Highways	£565,620	£680,062	Plus £114,422 on 2015/16 (plus 20.2%)
South Cambs Highways	£565,620	£772,762	Plus £207,142 on 2015/16 (plus 36.6%)
Hunts Highways		£40,000	No Variance recorded
Contribution to Reserves	£373,546	£649,266	Plus £275,720 on 2015/16 (73.81%)
Totals	£1,926,455	*£3,083,471	Plus £1,157,016 plus

***69% of income received goes back into council services/reserves.**

5.0 Bus Lanes

- 5.1 Cambridgeshire County Council and its partners want to make public transport reliable and punctual. Bus lanes, when operating properly, help improve journey times, punctuality and reliability which may help make public transport a more attractive option and in turn relieve congestion.
- 5.2 When bus lanes are misused they are less effective, hence the need for effective enforcement. When people ignore bus lanes they can cause delays to public transport and increase the risk of accidents as other road users are unlikely to be aware of their presence.
- 5.3 This year saw the introduction of Bus gates at 3 key sites in the City. To address the technical and maintenance issues with rising bollards at Emmanuelle Road, Regent Street and Bridge Street rising bollards were deactivated and camera enforcement employed. This went live in December 2016.
- 5.4 In terms of the 2015/16 and 2016/17 financial year, the bus lane account summary is as follows:

Table 6 Parking Account Financial data 2016/2017

Expenditure	2015/2016	2016/2017	Variance
Employee Costs	£87,628	£69,486	Minus £18,142 on 2015/16 (-20.7%)
Contractor Costs	£73,157	£74,153	Plus £996 on 2015/16 (1.3%)
CCC IT Support	£21,330	£22,710	Plus £1380 on 2015/16 (6.4%)
Traffic Penalty Tribunal Levy	*£25,260	*£8,886	Minus £16,374 on 2015/16 (minus 64.8%)
Traffic Enforcement Court Fees	£3,100	£4,000	Plus £900 on 2015/16 on 2015/16 (29%)
Signs and Lines/New Installation Works Costs	N/A	£47,475	No Variance
Totals	£210,475	£226,710	Plus £55,709 on 2015/16 (plus 26.4%)
Income	£537,396	£515,122	Minus £22,274 on 2015/16 (-4.1%)
Surplus	£326,921	£288,412	Minus £38,509(-11.77%)

*** 2015/2016 -This figure includes £7,317 from Q4 2014/2015**

*** 2016/2017 - This figure includes £4914.50 from Q4 2014/2015.**

The year ahead- 2017/18

6.1 This year will see the introduction of the Morley Resident Parking scheme along with introduction of Camera enforcement at Station Road. We will also be procuring and deploying Parking and Notice processing systems for before the end of the financial year and introducing the new Resident Parking Policy.