

. Appendix F.

**Haringey
Annual Traffic and Parking Enforcement
Report**

April 2011 – March 2012



Foreword

I am pleased to introduce Haringey's Annual Traffic and Parking Enforcement Report for 2011-12.

Managing parking services is a challenging matter in a densely populated area in a large city like London. The fact is that as a nation we have more cars than parking spaces on our roads and every council has to try and tackle the problems that this causes in their neighbourhoods.

I am pleased that over the last 3 years we have adopted a collaborative approach with our residents in responding to their concerns regarding parking pressures and traffic management. I am determined that this good work continues. Ultimately the reasons we restrict traffic and parking is to improve and maintain traffic flow and road safety. In tandem with this, we also work hard to promote alternative modes of transport that are more economically and environmentally sustainable such as walking and cycling.

Our Parking enforcement service is predominantly provided by an in-house team. In addition to keeping Haringey moving, the revenue we generate from all parking charges contributes to a range of street-related schemes. Examples of such schemes include highway improvements and concessionary fares, such as the Freedom pass which benefits our older residents.

Enclosed in this report is a range of statistical and financial data regarding civil enforcement of parking and traffic contraventions in Haringey. For the first time, we have also included key data relating to the activities of our Network Management team who play a vital role in managing congestion on our road network. This team co-ordinates street works, road closures and any events that might take place on the public highway. They were particularly instrumental in managing the successful Olympic Torch Relay through the borough in the summer of 2012.

A handwritten signature in black ink, appearing to read 'N Canver' with a stylized flourish at the end.

Cllr Nilgun Canver
Cabinet Member for the Environment

Introduction

Haringey is a busy, densely populated North London borough. It is home to Tottenham Hotspur Football Club and Alexandra Palace. It is an inner London borough in everything but location with its mix of wealth and deprivation. About half of the households in the borough do not own a car, but there is a notable increase in the number who own two or more. It has a relatively good public transport network, with a tendency for North-South movements to be much better served than East-West movements.

Policy Context

Our transport policy (the Local Implementation Plan) sets out how Haringey will meet local transport policy objectives, reflecting national and regional policy. With demand on road space as a whole outweighing capacity, this involves increasing traffic capacity and encouraging sustainable modes of transport, reallocating road space to improve public transport and pedestrian movement. Those transport policy objectives also give due regard to environmental protection.

Parking controls and enforcement improve our road network, making roads safer and street environment more pleasant for all users. Policy objectives are to:

- Ease congestion and improve public transport
- Maintain the safety of all road users (including pedestrians)
- Promote the social and economic revitalization of the borough's town centres and other centres by improving accessibility for all means of travel
- Ensure the limited amount of space available for parking is available for those who need it
- Support Council initiatives to improve air quality along with meeting environmental objectives.

Our Services

Following a major reorganisation, all services involved in managing congestion on our road network now sit together under the new Traffic Management Service. In adopting this approach we effectively control the many different activities that impact on vehicular and pedestrian traffic, ensuring that Haringey adheres to the Network Management Duty under the Traffic Management Act 2004.

This newly established service delivers a wide range of traffic management and parking-related services to residents, businesses and visitors to the borough.

This includes the

- Consultation, design and implementation of controlled parking schemes.
- Traffic and parking enforcement and associated service areas, ie parking permits, appeals and representations, management of council-owned car parks (except for those on council housing estates).

- Concessionary travel (Freedom Pass, Taxicard and Blue Badge Schemes for elderly and disabled residents),
- The removal of illegally parked and abandoned vehicles from our streets.
- The installation and maintenance of pay & display machines, and management of the council's CCTV service.
- Co-ordinating streetworks, road closures, events undertaken on the public highway.
- Management and operation of the London Permit Scheme, which involves the issuing of permits for all street works. This also involves the assessment of applications and where appropriate placing conditions and restrictions on each application, in order to minimise disruption and congestion on the public highway.

New Developments

The most significant development last year was the implementation of the new Traffic Management Service. In bringing together and fully integrating all services involved in the management of the road network, we have a clear overview of all activities that can impact of traffic movement in and around the borough. This minimises the level of disruption caused and the associated congestion.

Projects and new developments include

- The provision of free parking in car parks in Tottenham, supporting local businesses in the period following last year's disturbances.
- The implementation of a new modern IT system enabling a number of service improvements
- The delivery of online and self service access to residential and visitor parking permits.
- The implementation of the new national arrangements for the Disabled Blue Badge scheme.
- The extension of the car club scheme
- The installation of additional electric charging points
- The delivery of a number of parking control schemes. This includes
 - the reorganisation of the Finsbury Park CPZ which reduced inter zone commuting,
 - the introduction and further extension of the Stroud Green CPZ,
 - The extension of the Crouch End and Seven Sisters CPZs.
 - The implementation of additional double yellow lines at junctions across the borough

Traffic and Parking performance

Financial

Income and expenditure for on and off street parking enforcement is governed by the Road Traffic Regulation Act 1984 (Section 55) and the Traffic Management Act 2004 (Section 95).

Income from street works permits and other street works regulations are governed by The Traffic Management Permit Scheme (England) Regulations 2007, The Street Works (Fixed Penalty) (England) Regulations 2007 and The Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009.

The guidance on the Traffic Management Act 2004, gives clear direction on the setting of parking charges, which we give due regard to when reviewing our parking service fees and charges. *'Authorities should never use parking charges just to raise revenues or as a local tax. However where demand for parking is high, the delivery of transport objectives with realistic demand management prices for parking may result in surplus income.'*

The table below shows the income and expenditure for the Parking Account for 2010/2011.

Description	2009/10 £000	2010/11 £000	2011/12 £000
Pay & Display Income	1,677	1,894	2,263
Permits	2,060	2,227	3,024
Removals	621	726	810
Penalty Charge Notices	6,790	7,184	7,906
Other	90	103	127
Total Income	11,237	12,134	14,130
Expenditure	9,001	8,810	8,442
Surplus	2,236	3,324	5,688

Description	2009/10 £000	2010/11 £000	2011/12 £000
Car Park Income	445	428	470
Expenditure	630	537	635
Deficit	-185	-109	-165

We will be considering the possible options to address the deficit incurred at Bury Rd Multi Storey Car Park in 2012/13.

Allocation of Surplus

The Road Traffic Regulation Act 1984 sets out how the parking surplus may be spent. In keeping with this Act, the total surplus of £5,688m contributed towards the delivery of

- Parking schemes,
- Concessionary travel,
- Off- street parking,
- Highways maintenance,
- Street lighting.

The Council spent a total of £18,189m on those service areas last year.

Penalty Charge Notice issue and vehicle removals

The table below shows the number of PCNs issued from 2008/09 to 2010/11, broken down by the following enforcement activity categories:

- Parking PCNs:
- Bus Lane PCNs:
- Moving Traffic PCNs:
- Vehicles removed to the Pound

This information is broken down in to higher rate contraventions, which apply to prohibited parking and lower rate contraventions which apply to permitted parking ie parking bays.

Parking Enforcement	Parking PCNs	Of which, Higher Level PCNs	Of which, Lower Level PCNs	Bus Lane PCNs	Moving Traffic PCNs	Total PCNs	Vehicles Removed
2009/10	161,587	134,294	27,293	8,029	13,182	182,798	3,040
2010/11	150,818	126,802	24,016	4,882	21,464	177,164	3,096
2011/12	169,208	143,229	25,979	4,748	15,590	189,546	3,141

Performance Statistics

The tables below show our performance over the last three financial years in four key areas:

- Informal and Formal Representations
- Parking and Traffic Appeals
- PCN Cancellations
- Abandoned Vehicle Removals

Informal and Formal Representations

Representations and Appeals	2009/10	2010/11	2011/12
Number of informal and formal representations received	76,600	71,632	87,203
Percentage of informal and formal representations received (as a % of all PCNs issued)	42%	40%	45%
Number of PCNs cancelled as a result of an informal and formal representation	19,980	18,783	17,428
Percentage of PCNs cancelled as a result of an informal and formal representation (as a % of all PCNs issued)	11%	10%	9%
Percentage of informal representations responded to within 56 working days	100%	99.76%	98.91%
Percentage of formal representations responded to within 56 working days	98%	99.69%	99.83%

The Traffic Management Act suggests 56 days as a suitable period of time within which authorities should respond to formal and informal appeals. The number of PCNs challenged and cancelled has reduced. We believe that this is due to the improved quality and accuracy of enforcement action.

Parking and Traffic Appeals

This table shows the number of appeals which have been considered by PATAS (the Parking & Traffic Appeals Service) and the outcomes.

Parking Appeals	Appeals heard	Appeals Allowed	*Of those allowed, number not contested	Appeals Refused	Of those refused, number withdrawn by Appellant	Number withdrawn by Adjudicator
2009/10	2,152	1303	712	643	10	0
2010/11	2631	1329	695	1242	17	0
2011/12	2136	1017	458	1119	21	0

* The cases not contested include situations where additional information is supplied by the motorist that supports cancellation of the penalty charge notice without the need for adjudication.

Financial year	PCNs issued	Appeals heard	% of overall PCNs appealed
2009/2010	182,798	2,125	1.2%
2010/2011	177,164	2,661	1.5%
2011/12	198,546	2,136	1.1%

*There was a reduction in the overall percentage of PCNs appealed last year.

Overall PCN cancellations

PCN Cancellations	2008/09	2009/10	2010/2011
Overall percentage of PCN cancellations	12%	11%	9%

*Those cancellations include circumstances where there was CEO error and where drivers were untraceable.

Abandoned vehicles

Abandoned vehicle Removals	2009/10	2010/11	2011/2012
Percentage of abandoned vehicles removed within 72 hours	100%	100%	100%

We have maintained our excellent performance in removing and disposing of abandoned vehicles.

Network Management Performance

This year we feel it important to include performance information in relation to the work of our Network Management Team. This relates to how this team managed all works undertaken on our road network. This includes works by the Utility companies as well as the Council's own contractors.

The table below details the number of applications from utilities companies and the council's contractors to carry out street works and includes the numbers received and those actually permitted. We will refuse applications if required conditions are not met or if there is the potential for a clash of works.

Financial year	Applications received		Applications granted	
	Haringey works	Utility works	Haringey works	Utility works
2009/10	n/a	n/a	n/a	n/a
2010/11	8302	17627	7562	11092
2011/12	8232	16652	7474	11681

We not only permit the works undertaken by utility companies on the Highway, but inspect them to ensure that they are carried out to the required standard. The table below details the number of those street works that were inspected by category of inspection.

Financial year	Category A (safety inspections of work in progress)		Category B (inspection of completed work)		Category C (end of guarantee*)	
	Pass	Fail	Pass	Fail	Pass	Fail
2009/10	739	144	641	109	645	74
2010/11	577	131	559	136	646	88
2011/12	611	145	1249	698	551	105

All utilities works are guaranteed for a period of two years. Category C inspections check the status of those sites shortly before that guarantee expires. Should they fail the inspection, the Utility company will be required to make good any defect.

The table below details the number of cases where we applied penalties to utility companies who failed to complete their works on time. In 2011/12 a total of 13 penalties were applied to those companies.

Financial year	No. of works overruns	% of works that overrun
2009/10	480	3.83
2010/11	455	3.90
2011/12	385	3.35

Developments planned for next year

In 2012/13 we will continue to make our services more accessible through Online and self service options. This will include an Online representation option, and Online access to photographic evidence of parking contraventions and recorded digital footage for moving traffic contraventions.

We will also introduce cashless pay and display parking. This will not replace the option to pay in cash at a machine, but will be a convenient alternative for a driver to use. It will allow drivers to register and pay for their on-street parking by using their mobile phone or other device connected to the internet. Drivers who choose this alternative to paying by cash will pay a small charge per transaction and will be able to choose other text options to ensure they do not return to their vehicle late and incur a penalty notice.

We will deliver the parking plan, which includes a number of new controlled parking schemes and extensions to existing zones in areas experiencing high levels of parking stress. This will prioritise parking for residents and their visitors, while improving the general environment.

If you require any further information regarding this report or other parking information please visit our [website at www.haringey council/parking](http://www.haringey.gov.uk/parking) or email parking@haringey.gov.uk

