

Appendix 1: Appendix 1: Letter from London Councils to the Mayor, December 2016, requesting band change



Sadiq Khan
Mayor of London
Greater London Authority
City Hall
The Queen's Walk
London
SE1 2AA

Contact: Spencer Palmer
Direct line: 020 7934 9908
Email: spencer.palmer@londoncouncils.gov.uk

Date: 15 December 2016

Dear Mr Khan

Additional parking penalties and related charges for the London Borough of Enfield

On 8 December 2016 London Councils' Transport and Environment Committee considered a proposal for changing the level of Additional Parking Charges applicable on borough roads in the London Borough of Enfield and in accordance with the relevant legislation have instructed me to seek your approval for a change to the charges. The report considered by the Committee in reaching its decision is attached to this letter. It can also be found on our website.

The report sets out Enfield's proposal to change from Band B to Band A charges across the borough. This change will bring them in line with neighbouring authorities and is intended to help improve compliance with essential traffic and parking management measures. I am therefore writing to request your approval of the proposed change set out above.

The borough would prefer to implement this change from 1st April 2017. It would be helpful, therefore, if you were able to agree this by the beginning of February. This would allow the Secretary of State the statutory 28 day period to decide if he will exercise any veto and give time for the change to be advertised three weeks in advance, as required by legislation.

Should you require any further information, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in dark ink, appearing to read "Spencer Palmer".

Spencer Palmer
Director, Transport and Mobility

Cc: Val Shawcross – Deputy Mayor for Transport



London Councils' Transport and Environment Committee

Additional Parking Charges

Item No: 12

Report by: Andrew Luck **Job title:** Transport Manager
Date: 8 December 2016
Contact Officer: Andrew Luck
Telephone: 020 7934 9646 **Email:** andrew.luck@londoncouncils.gov.uk

Summary: This report details the proposal by the London Borough of Enfield (LB Enfield) to amend the penalty charge banding from Band B to Band A across the borough.

Recommendations: The Committee is asked to:

- Consider the proposal to change the penalty banding in the LB Enfield
- Note the proposed implementation date for the change of 1 April 2017.

Introduction

1. Under the provisions set out in the Traffic Management Act 2004 (Schedule 9), which repealed similar provisions in the Road Traffic Act 1991, London Councils' Transport and Environment Committee is responsible, subject to agreement by the Mayor of London and the Secretary of State, for setting additional parking charges on borough roads. These additional parking charges include:
 - penalties for contraventions of parking regulations including any surcharges or discounts;
 - release from wheel clamps;
 - removals from the street;
 - storage charges and disposal fees
2. The discount payment rate for early payment has been set at 50%. The amount of any surcharge has not changed since this was set at 50% by Schedule 6(6)(1) of the Road Traffic Act 1991.
3. The Committee has reviewed the level of additional parking charges regularly since 1992, when they were first set. The Committee undertook a major review of the charges during

2006 which led to the introduction of differential penalty levels, and again in 2010 where there was an increase in the penalty levels for the more serious contraventions. The current on- and off- street parking penalty charges are as follows:

	Higher Level	Lower Level
Band A	£130	£80
Band B	£110	£60

4. The current London banding map can be seen in appendix 2. Band A areas have traditionally been focussed in Central London and urban centres where the pressures on parking and congestion are often greatest. Band B areas have historically concentrated in outer London where pressures on parking are not as significant. However, due to issues with non-compliance, some outer London authorities with higher density parking and significant controlled parking zones have become Band A areas. Higher level penalties apply to contraventions which are considered more serious, such as parking on yellow lines or where an obstruction is caused. Lower level penalties apply generally where parking is permitted but the regulations are contravened, such as overstaying on a pay and display bay.
5. London Councils has no current plans for another London-wide review of the additional parking charges and are not aware of any Government plans for a review of the penalty levels for the rest of the United Kingdom.

Guidance on Additional Parking Charges

6. Under the Traffic Management Act 2004 the Secretary of State produced guidance, to which all authorities must have regard. This document is called the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions ("the Statutory Guidance") and states that; "The primary purpose of penalty charges is to encourage compliance with parking restrictions. In pursuit of this, enforcement authorities should adopt the lowest charge level consistent with a high level of public acceptability and compliance." (Para. 4.1).
7. It is also the Committee's policy that additional parking charges should be set in such a way as to produce a coherent pattern of policy across London.

LB Enfield Proposals for Change

8. LB Enfield is proposing to change from Band B to Band A across the whole borough (see appendix 1). They currently operate 20 controlled parking zones (CPZs) as well as loading and waiting restrictions outside of the CPZs. They have indicated that despite deploying a robust parking and traffic enforcement regime, which includes the presence of Civil Enforcement Officers (CEOs) on foot, on mopeds and in mobile enforcement units - such as removal trucks - as well as a network of over forty strategically deployed CCTV cameras, the borough continues to experience high levels of non-compliance with its parking regulations.
9. The table contained within appendix 1 indicates that between 2010-11 and 2015-16 the number of on street parking Penalty Charge Notices (PCNs) has increased from 80,947 to 93,536 which equates to a 15.6% increase. In London as a whole during this period there

has been a decrease in PCNs issued of 20.1%, clearly indicating that LB Enfield are bucking the overall trend in London.

10. LB Enfield has stated that the neighbouring boroughs of LB Haringey and LB Waltham Forest had similar issues with compliance until banding changes (from Band B to Band A in the whole of the two boroughs) were approved by the committee in 2012. LB Waltham Forest has seen a significant decrease in parking PCNs from 99,397 in 2012-13 to 67,320 in 2015-16, a fall of 47.6%. LB Haringey has seen a reduction in the same period of 44.7%.
11. LB Enfield has stated that it will see a significant population growth over the next 15 years as housing and regeneration projects take place. This growth will lead to an increase in traffic and congestion on borough roads which could have a negative impact in public transport travel times. With the Cycle Enfield project planning to provide a safe and convenient network of cycle routes and segregated cycle lanes, LB Enfield believe that it is essential to improve compliance with its parking regulations and banding changes have been proven method to achieve this.
12. LB Enfield have also stated that the recent Central Government change reducing the use CCTV cameras used for parking contraventions under the Deregulation Act 2015 has presented an increased risk of potential non-compliance. LB Enfield believes that some of this risk can be countered with an increase in the penalty band which increases the deterrent.
13. It is TEC's policy that the boundaries between areas of different penalty bands are clearly demarcated; this is to avoid the possibility of having different bands on opposing sides of the same road. LB Enfield has boundaries with LB Haringey, LB Waltham Forest and LB Barnet. There are also boundaries with the Borough of Broxbourne, Epping Forest District Council, Hertsmere Borough Council and Welwyn Hatfield Borough Council (see appendix 3). There are no boundary issues with the non-London boroughs as they do not share a highway. There are no boundary issues with LB Haringey or LB Waltham Forest as they are already Band A. There are a couple of boundary issues with LB Barnet and these are listed below:
 - Cat Hill to the east of Preston Gardens has a central border (i.e. the boundary runs down the centre of the road) with LB Barnet. Therefore Cat Hill will need to remain Band B.
 - Chase Side from the junction with Green Road until the junction with Chelmsford Road has a central border with LB Barnet. This would need to remain Band B.

Timetable for Implementation

14. Any changes to penalty levels agreed by the Committee need the approval of the Mayor. If the Mayor agrees the changes the Secretary of State has 28 days to exercise a veto over any changes. The committees' decisions will be formulated into a set of proposals to be presented to the Mayor of London for approval. If approved, they will be presented to the Secretary of State for Transport for his consideration in the New Year. The boroughs involved would then need to advertise their proposed changes for at least three weeks prior to implementation. From previous experience, this process takes around three months in total, and so London Councils propose an implementation date of 1 April 2017.

Financial Implications

15. There are no financial implications for London Councils arising from this report.

Legal Implications

16. There are no legal implications for London Councils or the boroughs arising from this report. However, members may wish to note the decision on penalties is taken by London Councils' TEC on behalf of boroughs for borough roads, and by TfL for GLA roads. The TfL member of London Councils' TEC may not take part in the proceedings of the borough decision (see Reg. 24 of the Civil Enforcement Parking Contravention Regulations 2007).

Equalities Implications

17. There are no equality implications for the boroughs or London Councils arising from this report.

Recommendations: The Committee is asked to:

- Consider the proposal to change the penalty banding in the LB Enfield
- Note the proposed implementation date for the change of 1 April 2017.

Appendices

Appendix 1: LB Enfield application to change the banding level from Band B to Band A.

Appendix 2: Existing on and off street penalty charge bands

Appendix 3: Map of LB Enfield showing boundaries with neighbouring boroughs.

Appendix 1b: Enfield submission to London Councils



Mr N Lester-Davis
London Councils
59½ Southwark Street
London
SE1 0AL

Please reply to : David Morris
E-mail : david.morris@enfield.gov.uk

My Ref :
Your Ref :
Date : 20 September 2016

Dear Nick,

PCN Banding Change

Background

As you know may recall we have received political approval to apply for increasing the PCNs issued in the borough from Band B to Band A. Therefore, could you please take this letter as a formal application to the Traffic Enforcement Committee.

The change of PCN bands from B to band A is considered essential to act as an effective deterrent and to reduce the number of vehicles parking in contravention.

Over the past 5 years effective enforcement of parking and traffic restrictions has not seen any significant reduction in the number of PCNs being issued.

Year	On-Street	Off Street	Total
2010-11	80,847	4,479	85,426
2011-12	81,546	5,338	86,883
2012-13	79,887	4,483	84,350
2013-14	88,413	4,676	94,089
2014-15	95,322	4,047	99,369
2015-16	93,536	3,233	96,769

Ian Davis
Director - Environment
Enfield Council
Civic Centre, Silver Street
Enfield EN1 3XY

Phone: 020 8379 1000
Website: www.enfield.gov.uk



? If you need this document in another language or format call Customer Services on 020 8379 1000, or email enfield.council@enfield.gov.uk

Existing controls

The Council operates 20 Controlled Parking Zones (CPZs) across the borough. Waiting and loading restrictions also apply in many locations outside CPZs. Planning policy is also used to minimise additional parking pressures arising from developments in some areas.

The Council's enforcement regime consists of Civil Enforcement Officers (CEOs) deployed on mopeds, mobile enforcement units and on foot. In addition we use a network of over 40 CCTV cameras that are strategically placed to enforce a range of parking and traffic contraventions across the borough. We also deploy three mobile CCTV units daily and operate well established removal operations.

Despite those measures, and deploying a robust parking and traffic enforcement regime, the borough continues to experience high levels of noncompliance with its parking regulations.

Boundary comparisons

The London Boroughs of Haringey and Waltham Forest have already successfully applied to London Council's to implement Band A PCNs to help with their parking and traffic enforcement and have shown significant reductions in non-compliance.

The Council is also aware of the need to enforce the south of the borough near the borough boundary with Haringey during the match-days of Tottenham Hotspur Football Club. This requires extensive traffic management and enforcement.

All other major event stadiums in London already operate at Band A level in their surrounding areas. This includes Tottenham Hotspur (the Haringey area), the Emirates in Islington, Stamford Bridge in Hammersmith and Fulham, Wembley Stadium in Brent and also the Millennium Dome in Greenwich.

The failure to address the current issue of non-compliance will only result in even greater pressure on the road network, including residential streets in the very near future.

Waltham Forest applied to London Councils for a PCN banding change to the south of the borough in 2009. Approval was granted by London Councils and was subsequently implemented in 2010.

During 2010/11, the first year of issuing Band A PCNs, the area saw a reduction of just under 9000 PCNs compared to 2009/10. During the same period, the north of the borough (where Band B PCNs were still being issued) saw an increase of 5000 PCNs.

Since April 2013, the London Borough of Waltham Forest has also issued all PCNs using the Band A tariff. They experienced a 3.3% drop in the number of PCNs issued in 2013/14 compared to 2012/13. Comparing the first quarter figures 2013/14 with 2014/15, they saw a 31% reduction in PCNs

The London Borough of Haringey introduced a band change on 1 October 2013. In the first 10 months of operation it resulted in a reduction of PCNs being issued from 14,953 to 10,186. That represented a reduction of 32%.

Conclusion

The government introduced the Deregulation Act which restricted the Council's use of CCTV for some parking contraventions. This has presented a risk that of increased non-compliance, which we believe needs to be countered with an increase in the penalty charge band. Enfield has already seen an increase in PCNs that would have been issued by CCTV before the ban which are now being enforced by Civil Enforcement Officers.

Parking enforcement, whilst highly contentious, is an essential element of improved road safety for all road users in the borough. Bus lane enforcement facilitates the use of alternative, greener transport, as does the enforcement of restrictions in cycle lanes. It also reduces the travelling and response times of emergency services vehicles

Over the coming years Enfield will see a growth in population and employment due to the number of regeneration projects taking place. This growth will lead to more traffic, increasing stress on the boroughs main roads, increasing journey times, worsening bus reliability. In addition, the Council has been successful in attracting £27m of funding from Transport for London to transform cycling in the borough. Over the next 5 years our Cycle Enfield project will



provide a network of safe and convenient cycle routes, including segregated cycle lanes on many of our main roads. Improved compliance will be essential to successfully increase the level of cycling in the Borough. Moving PCN's from band A to band B will support this objective.

Recommendation

London Council's Transport and Environment Committee is recommended to agree changing Enfield Council's Band B Penalty Charge band to Band A in order to achieve the goals outlined above.

Yours sincerely



David Morris
Head of Parking Services

Appendix 2: Correspondence between GLA and London Councils officers regarding additional information

Appendix 2a: Response from Greater London Authority to London Councils

GREATER LONDON AUTHORITY

Spencer Palmer
London Councils
59 1/2 Southwark Street
London
SE1 0AL

Our ref: MGLA040117-8368

Date:


Dear Mr Palmer

We write further to your request for the Mayor's approval of the proposed change to the additional parking charges applicable in the London Borough of Enfield from Band B to Band A.

We have a number of questions that we would appreciate a response to in order to assist the consideration of this matter:

1. We note that the London Council's TEC report provides that there are no equalities implications arising from this proposal. Please could you send your analysis on this in order for us to fully understand this evaluation, and pursuant to paragraph 2.4 of the Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions which reads "Enforcement authorities should design their parking policies with particular regard to... meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car" and the Mayor's equality duties.
2. Given the impact on local residents, we would be interested to know the extent to which the London Borough of Enfield has engaged with local residents on this proposal.
3. We note that the report provides that there has been a significant increase in PCNs in the LB Enfield between 2010-2016, and a significant decrease in the number of PCNs in the LB Haringey and Waltham Forest between 2012 - 2016 and would be interested to know if there have been any other changes that may have effected this increase and decrease apart from the banding changes?
4. We note the increase in PCNs during this period but would also be interested to see any data relating to the level of appeals/ representations to PCNs and upheld appeals during the timescale.
5. We would also be interested to see any evidence that congestion and traffic flow has increased since the increase in PCNs between 2010-2016 or that this has decreased in the LB Haringey and LB Waltham Forest since the change to the banding.

GREATER LONDON AUTHORITY

We will endeavour to send a response to you as soon as possible on this request, taking into account the statutory process.

I look forward to your response.

Your sincerely

A handwritten signature in black ink, appearing to read 'Tim Steer', written over a horizontal line.

Tim Steer
Head of Transport

Appendix 2b: Response from London Councils with additional information



Mr Tim Steer
Head of Transport
Greater London Authority
City Hall
London
SE1 2AA

Contact: Spencer Palmer
Direct line: 020 7934 9908
Email: Spencer.palmer@londoncouncils.gov.uk

Date: 07 April 2017

LB Enfield Banding Change Request

Dear Tim

Thank you for your letter regarding our request for the Mayor's approval of the proposed banding change for the London Borough of Enfield from Band B to Band A.

We have been in communication with LB Enfield regarding the points that you have raised, and I will answer each of the questions raised in turn.

1. The section of the Transport and Environment Committee (TEC) report that indicates that there are 'no equalities implications from the proposal' relates to implications for London Councils (and therefore TEC) of which there are none. However LB Enfield has indicated that they would hope that with the improved compliance that a banding increase should bring, parking should be easier for all motorists. The increase in the fine level from Band B to Band A should not have any negative effect on disabled motorists. Blue badge holders can park for free in their residents bays for up to three hours. LB Enfield also offer free residents permits to blue badge holders so they do not need to display their Blue Badges whilst at home if they live within a Controlled Parking Zone (CPZ). LB Enfield's car parks are the first in London to be awarded the British Parking Association's 'Disabled Parking Accreditation' for meeting the Disabled Motoring UK's compliance for car parks.
2. We regards to engagement with local residents on a potential banding change and increased PCN level, LB Enfield have said that whilst there is no requirement for the Council to do so, the proposed changing of PCN bands was included in their current Parking Policy which is currently being consulted on (closing date 12 April 2017). The consultation has been published on the Council website and advertised in the local press (also copies were left in all the Council's libraries). The responses received from the consultation so far have not included any comments regarding the change in PCN bands.
3. With respect to any other changes that may have affected the decrease of PCNs in LB Waltham Forest and LB Haringey, LB Enfield have contacted both boroughs, with Waltham Forest confirming that it is impossible to make a direct comparison on statistics following the move from Band B to Band A due to the following:

- The introduction of the 'Mini Holland' scheme
- The De-regulation Bill limiting use of CCTV for parking contraventions
- An increase in cameras including an unattended system which captures all contraventions 24 hours a day
- A mass expansion of the CPZ in the borough.

LB Enfield has indicated that they have stepped up enforcement especially in busy areas and around schools which has led to a significant increase in PCNs being issued. LB Enfield are looking for the increase in band to help discourage bad parking, especially with the new Mini-Holland schemes being introduced over the next 18 months. London Councils does not hold any further information relating to this.

4. With regards to appeals and representations, I can confirm that LB Enfield are one of the highest performing boroughs in terms of results at London Tribunals Please see the table below provided by LB Enfield in terms of the total numbers of representations to appeals.

Year	Council Representations Received	Appeals to London Tribunals
2012-13	21527	546
2013-14	16310	625
2014-15	21785	523
2015-16	17094	482
2016-17	20434	- (data currently not available)

Appeals figures for 2015/16 show that out of the 482 appeals received, 448 were decided by London Tribunals. 138 were allowed (30.8%) and 310 were refused (69.2%). This compares with an average in London of 51% refused and 49% allowed.

5. Please see the response to Q3. Additionally, whilst improvements are being made in the type of data collected by boroughs and TfL, I can confirm that currently this information is also not held by London Councils.

I hope this additional information is helpful and enables the Mayor to respond formally on this matter soon.

Yours sincerely



Spencer Palmer
Director, Transport and Mobility

Appendix 3: Correspondence between Deputy Mayor for Transport and Leader of Enfield regarding consultation

Appendix 3a: Letter from Valerie Shawcross, Deputy Mayor for Transport regarding consultation

Cllr Doug Taylor
Leader of the Council
cllr.doug.taylor@enfield.gov.uk

Date: 1 June 2017

Dear Doug

I am writing in relation to the London Borough of Enfield's recent request for the Mayor to approve a request to change penalty charge levels. Firstly I would like to apologise for the time it is taking to resolve this matter. This is clearly a local matter concerning parking restrictions but, as you are aware, the Traffic Management Act 2004 provides that the Mayor must approve any request for penalty charge levels that local authorities propose to set and refer it to the Secretary of State for consideration.

I understand that you are seeking to change the penalty charge banding in Enfield from Band B (the lower band), to Band A (the higher band). You have presented the reasons for making this change and your officers have provided some additional information at our request. Notwithstanding this additional information, before the Mayor can properly consider the matter there are some points I wish to clarify regarding your engagement with residents.

In response to the GLA's request about engagement with residents, we were informed by London Councils on behalf of the London Borough of Enfield, that the proposed changing of PCN bands was included in your current Parking Policy which was recently consulted on (closing date 7 April 2017). I note that officers observed that so far there have not been any responses received on the change to PCN bands.

However, I understand that the London Borough of Enfield's Parking and Traffic Enforcement policy document states that "Change in Penalty Charge Notice Charging band[d] is being considered by the Mayor for London and Department for Transport." The consultation does not appear to refer to the recommendation from Enfield to change the banding, what the proposed change was and why it was being proposed. I would be grateful if you could confirm if this was provided to residents, and if residents were given an opportunity to respond to this proposal. I would be grateful for sight of such supporting documentation for the proposal and any residents' responses. As I am sure you appreciate, such information would be helpful to enable the Mayor to make a decision.

Depending on your response it may be appropriate for you to engage further with residents on these issues and for you to take legal advice on the process undertaken.

I am sorry for this further yet unavoidable delay. We will of course expedite the Mayor's decision upon receipt of this further information.

Yours sincerely,

Valerie Shawcross CBE
Deputy Mayor for Transport

CC Spencer Palmer, London Councils



Valerie Shawcross CBE
City Hall
London
SE1 2EE

20th October 2017

Dear Valerie,

Enfield Penalty Charge Band Change

Thank you for your letter dated 1 June 2017. I apologise for the delay in replying to your letter.

As you know, Enfield sought approval from London Council's TEC Committee to change the Penalty Charge Notice (PCN) Band tariff from band B to band A. This was approved by the committee and London Council's then wrote to you to seek formal approval from the Mayor of this change.

The change of PCN bands from B to band A is considered essential to act as an effective deterrent and to reduce the number of vehicles parking in contravention.

Existing controls:

The Council operates 20 Controlled Parking Zones (CPZs) across the borough. Waiting and loading restrictions also apply in many locations outside CPZs. Planning policy is also used to minimise additional parking pressures arising from developments in some areas.

The Council's enforcement regime consists of Civil Enforcement Officers (CEOs) deployed on mopeds, mobile enforcement units and on foot. In addition we use a network of over 40 CCTV cameras that are strategically placed to enforce a range of parking and traffic contraventions across the borough. We also deploy three mobile CCTV units daily and operate well established removal operations.

Despite those measures, and deploying a robust parking and traffic

Doug Taylor
Leader of the Council
Enfield Council
Civic Centre, Silver Street
Enfield EN1 3XA

Phone: 020 8379 4116
Email: cllr.doug.taylor@enfield.gov.uk
Website: www.enfield.gov.uk

② If you need this document in another language or format contact us using the details above.

enforcement regime, the borough continues to experience high levels of noncompliance with its parking regulations.

Engagement:

With regard to your questions regarding engagement with residents; Officers felt that further engagement by way of a separate consultation should take place. We therefore carried out a three month consultation specifically to understand whether there was support to increase the PCN bands.

We are proposing to change parking contravention PCN tariffs in Enfield from Band B to Band A. We believe that by introducing Band A PCNs in Enfield, this will be an effective deterrent, reducing the number of inconsiderate parking. Please note: There will be no change to PCNs issued for moving traffic contraventions which are already at the higher tariff.

PCN Band level	Higher (Discount)	Lower (Discount)
A (proposed)	£130 (£65)	£80 (£40)
B (current)	£110 (£55)	£60 (£30)

The consultation concluded on 4 September 2017 and overall we received 40 responses. The headline figures show that 56% of those who responded either strongly or tended to agree with the change compared to 40% who strongly or tended to disagree.

The supporting documentation is attached including a response received from Arriva Buses in support of the proposals which was not included in the survey results.

I would be grateful if you could now consider both our initial application information with the enclosed consultation results and recommend that we can proceed with our PCN band change.

Regards,



Doug Taylor
Leader of the Council

Appendix 4: LB Enfield consultation materials

Appendix 4a: consultation online text

Parking Penalty Charge Notices (PCNs)

Details of the consultation

We enforce parking restrictions throughout the borough, with the exception of the A10 and A406, as these are managed by Transport for London.

Penalty Charge Notices (PCNs) can be issued for several reasons, including parking....

....in a disable bay without a blue badge

....on pedestrian zig zags

....on double yellow lines

....on school 'keep clear' markings

Over the past seven years, the number of parking PCNs issued in Enfield has increased by 27,064 between 2010-11 and 2016-17.

We would like to hear your views on our proposals to change parking PCN tariffs in Enfield from Band B to Band A. We believe that by introducing Band A PCNs in Enfield, this will be an effective deterrent, and will therefore reduce the number of incidences of inconsiderate parking. Please note: There will be no change to PCNs issued for moving traffic contraventions which are already at the higher tariff.

Evidence from other boroughs, such as Haringey and Waltham Forest, suggests that changing PCNs from Band B to Band A has reduced the number of PCNs issued in those areas.

Please click on the link below to read more about our proposals.

Proposals

We suggest you read our proposals before telling us your views.

Tell us your views

You can tell us your views by completing our questionnaire.

Questionnaire

Closing date

The closing date for responses is 4 September 2017.

Further information

If you have any queries or require assistance in participating in this consultation, please email consultation@enfield.gov.uk

[Proposals web text linked from consultation page above]

Parking Penalty Charge Notices (PCNs) consultation

Parking Penalty Charge Notices (PCNs)

We enforce parking restrictions throughout the borough, apart from the A10 and A406, as these are managed by Transport for London.

Since 1994, local authorities took over enforcement from the police. The primary parking legislation is covered under the Traffic Management Act 2004 (formally the Road Traffic Act 1991) though other legislation covers additional enforcement areas such as CCTV.

Parking Penalty Charge Notices (PCNs) can be issued for several reasons, including parking....

-in a disabled bay without a blue badge
-on pedestrian zig zags
-on double yellow lines
-on school 'keep clear' markings

There are six different types of PCNs:

- Civil Enforcement Officers (CEOs) issued
- CCTV
- Bus lane
- Moving traffic
- Vehicle driven away
- When officers are prevented from serving

All but the CEO-issued PCNs are sent by post after receiving the registered keeper details from the Driver and Vehicle Licensing Authority (DVLA). PCNs follow various statutory timescales but all offer a 50% discount if payment is received within a specified timescale after they have been issued.

Parking PCNs in Enfield

Over the past seven years, effective enforcement of parking and traffic restrictions has not seen any significant reduction in the number of PCNs being issued. The table below (Table 1) displays the number of PCNs (Band B) issued in the borough.

Table 1

Year	On-Street	Off Street	Total
2010-11	80,947	4,479	85,426
2011-12	81,545	5,338	86,883
2012-13	79,887	4,463	84,350
2013-14	89,413	4,676	94,089
2014-15	95,322	4,047	99,369
2015-16	93,536	3,233	96,769
2016-17	109,564	2,926	112,490

Table 1 shows that the number of PCNs issued has increased by 27,064 between 2010-11 and 2016-17.

We operate over 20 Controlled Parking Zones (CPZs) across the borough. Waiting and loading restrictions also apply in many locations outside CPZs. Planning policy is also used to minimise additional parking pressures arising from developments in some areas.

Additionally, we enforce outside of over 100 school sites. Complaints regarding inconsiderate vehicles parking outside schools receive the largest amount of complaints regarding bad parking in the borough.

Our enforcement regime consists of Civil Enforcement Officers (CEOs) deployed on mopeds, mobile enforcement units and on foot. We use a network of over 20 CCTV cameras that are strategically placed to enforce a range of parking and traffic contraventions across the borough. We also deploy three mobile CCTV units daily and operate well established removal operations.

Despite those measures, and deploying a robust parking and traffic enforcement regime, the borough continues to experience high levels of non-compliance with its parking regulations.

Proposal

We are consulting on proposals to change parking PCN tariffs in Enfield from Band B to Band A. We believe that by introducing Band A PCNs in Enfield, this will be an effective deterrent and will reduce the number of incidences of inconsiderate parking. Please note: There will be no change to PCNs issued for moving traffic contraventions which are already at the higher tariff.

Please refer to Table 2 for a comparison of Band A and Band B.

Table 2

PCN Band level	Higher (Discount)	Lower (Discount)
A (proposed)	£130 (£65)	£80 (£40)
B (current)	£110 (£55)	£60 (£30)

The London Boroughs of Haringey and Waltham Forest have already successfully applied to London Council's to implement Band A PCNs to help with their parking and traffic enforcement and have shown significant reductions in PCNs issued. We are also aware of the need to enforce the south of the borough near the borough boundary with Haringey during the match-days of Tottenham Hotspur Football Club. This requires extensive traffic management and enforcement and with the increased capacity stadium opening in 2018, these measures will be prevalent.

All other major event stadiums in London already operate at Band A level in their surrounding areas. This includes Tottenham Hotspur (in the London Borough of Haringey), The Emirates Stadium in Islington, Stamford Bridge in Hammersmith and Fulham, Wembley Stadium in Brent and the Millennium Dome in Greenwich. The failure to address the current issue of non-compliance may result in even greater pressure on the road network, including residential streets in the near future.

What has happened in neighbouring boroughs

Waltham Forest applied to London Councils for a PCN banding change to the south of the borough in 2009. Approval was granted by London Councils and was subsequently implemented in 2010.

During 2010/11, the first year of issuing Band A PCNs, the area saw a reduction of just under 9,000 PCNs compared to the previous year. During the same period, the north of the borough, where Band B PCNs were still being issued, saw an increase of 5,000 PCNs.

Since April 2013, the London Borough of Waltham Forest has also issued all PCNs using the Band A tariff. They experienced a 3.3% drop in the number of PCNs issued in 2013/14 compared to 2012/13. Comparing the first quarter figures 2013/14 with 2014/15, they have seen a 31% reduction in PCNs.

Haringey Council introduced a Band change on 1 October 2013 in a specific area of the borough. In the first 10 months of operation it resulted in a reduction of PCNs being issued from 14,953 to 10,186. That represented a reduction of 32%.

Appendix 5: Consultation response analysis provided by LB Enfield

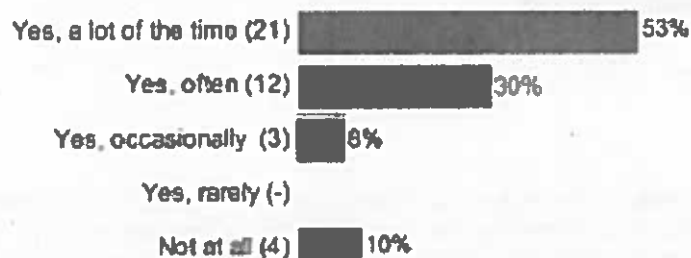
Parking_Penalty_Charge_Notices

Page 1

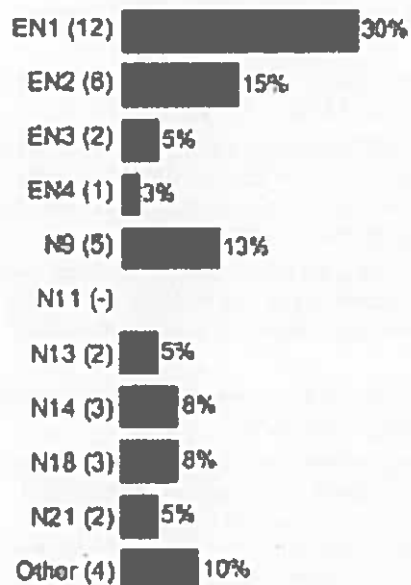
This report was generated on 04/09/17. Overall 40 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

Do you drive a motorised vehicle, or ride a motorbike, within the borough?



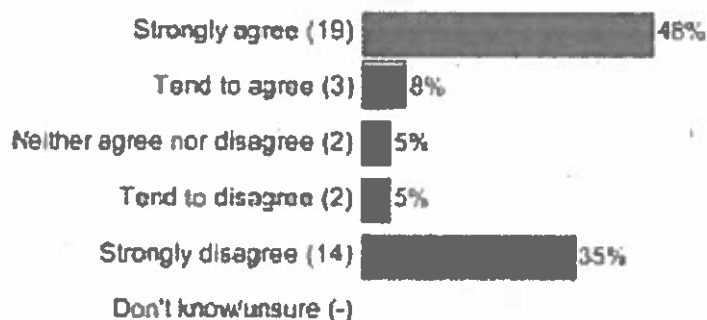
In which postal district do you live?



If 'Other', please specify

EN8 BHU
EN8
work in Enfield

To what extent do you agree or disagree the Penalty Charge Notice (PCN) Band should change from Band B to Band A?



Please tell us why you disagree

Please note that people are suffering. Wages are going down, bills are going up. Keeping a roof over our head, putting food on the table - we are all suffering. The trains in Enfield is pretty dismal. We are at the mercy of Greater Anglia - trains are cancelled with little to no notice, buses where we are live is ad hoc - getting around Enfield or even to the rest of London from Enfield is difficult. We understand that Enfield Council has funding issues but penalising drivers is not the answer. Please don't act as though this is to act as a deterrent, this is just a fund raising exercise by Enfield Council. It would be more honest to raise council tax by x % than this underhanded way.

An increase of £20 is unnecessary. The current PCN Band B is sufficient to deter drivers from parking illegally.

PCN charges are extortionate for the "CRIME" that is supposed to have been committed. Motorists are a target for making money by all councils. Fines should be about £20.

I do not believe your intention is to decrease issuing fines as it will lower Council income. It is just a very clever way of raising ADDITIONAL revenue. Since how long has the Council considered the motorist as Band B is already exorbitant and if Band A is instigated then the Council is purely adding insult to injury to the motorist by way of the unwanted and undemocratic cycle lanes.

Many of the people that park inconsiderately do not think about the consequences or the fines, partly because they so rarely receive tickets. Increasing the fines will simply mean the few that do pay up will pay more, whereas those who ignore the fines and CCJs will simply build up bigger bills which they will never pay off.

Apart from extra money going to the parking department, I don't see how an extra £20 or £10 will be a deterrent. The only benefit will be extra funds going to the parking PCN team.

Penalty charges are already high and I do not believe a relatively modest increase will make much difference to the number of notices issued. It will only serve to increase revenues to the council. I would prefer the council to look at why fines are being issued, especially where there may be inadequate or inappropriate parking. The consultation mentions the South of the borough near the Tottenham Hotspur ground as a reason for this. I'd suggest that the council should look at the parking facilities and public transport in the area and improve the infrastructure.

Having never had a parking ticket in my life and think there is no reason to get one as you should not park against the law/signs I still think this is just a licence to print money. There are other things in the borough more pressing. It would make more sense to increase the fine where there is a blatant disregard for safety (such as school areas/blocking traffic/causing a view obstruction to other traffic) rather than fine the same for some poor chap who overran their ticket by mistake and causing no problem to anyone.

Please tell us why you disagree

Changing from Band B to Band A is too much of a blunt tool and does not guarantee fewer PCNs. The increase in tariff should only initially be increased to inconsiderate parking at the most prominent problem parking concerns, such as; outside of schools, in town centres and transport hubs, etc.

Motorists are punished too hard as it is. Cyclists are lawless! They just do what they like and nobody does anything to stop them.

Is a way of generating income but will have little impact on selfish people who park where they should not. Pick your battles

The change of tariff appears to be more to do with raising revenue rather than a reduction in the number of offences due to inconsiderate parking

Too expensive

This will not prevent people from doing this. People will not be aware of the PCN charges so they either take the risk or not. This should be addressed by providing more parking spaces.

If you have any other suggestions you would like us to consider to deter inconsiderate parking, let us know. PLEASE USE THE SPACE BELOW

Encourage people to use their cars less - better transport system would work better than this. I personally sometimes have to drive to Harringay in the morning because trains are cancelled. The buses barely turn up - the link to get around Enfield is awful.

This will hopefully make traffic move more efficiently

The fines should be higher than those stated

ENFORCEMENT is required across the WHOLE borough. We have not seen anyone for years and so people park across corners, in yellow boxes, on yellow and white zigzags lines.

Issue contravention notices to vehicles parked within 30 meters of junctions as per Highway Code rules and those parked in disabled bays without blue badges.

Yes - agree this will act as a deterrent as well increasing funding for the council. All funding streams need to be looked at in order to keep Council Tax as low as possible and the stability of the current administration. Getting as much money as possible to provide for Enfield residents.

Provide more free parking areas for motorists. We have already paid road tax to use the roads. Why should people pay to park on a road too.

Perhaps education could be the way forward. A record is made of the offence, which could be charged at the current level, but with a notice that all future offences will be charged at the new level. If a vehicle is found, a check will see whether they have been issued with the warning and if so they be charged with the higher amount. This may make drivers more aware of the offence and take according action to not be fined.

If you increased the human presence near schools, either on mopeds or foot, and had them ticket people regularly you would reduce the dangerous parking that currently goes on because drivers will be forced by the fact that no drivers are allowed to park there, and the few that attempt it will be highlighted and the school communities will not tolerate them. Currently schools despair of thoughtless drivers being brought to justice.

Its fine as it is

I think it is important to differentiate between parking which is dangerous and that which merely inconveniences other motorists. I strongly object to the fact that someone with a drop kerb has effectively taken ownership of the area of road next to it. On street parking calms traffic and needs to be encouraged. Dropped kerbs and paved gardens spoil the street scene, damage street trees and reduce the number that can be planted; cars are able to park overhanging the footpath, forcing pedestrians - including those pushing buggies and wheelchairs onto the uneven surface of the drop kerb or even into the road.

If you have any other suggestions you would like us to consider to deter Inconsiderate parking, let us know. PLEASE USE THE SPACE BELOW

I believed council should focus efforts on improving infrastructure and parking facilities in an attempt to encourage people into the area. The Enfield Town centre businesses have suffered greatly in recent years with a significant increase in charity shops and discount stores suggesting that people are not encouraged to the area as much as before. I'd actually prefer to see a relaxation of parking charges and rules and significant publicising of this policy in order to encourage people across the borough and outside to come and spend their money in Enfield.

"Inconsiderate" is ambiguous. What you're talking about on this survey is increasing the fee across the board. I couldn't care less about a lot of the parking where it shouldn't. Real inconsiderate parking is about selfish parking (taking up two spaces), dropping kids off by school gates and parking where it obstructs view of moving traffic or causes delays. This should definitely incur higher fees and would be justified.

Increase the fines by more than those proposed.

Make the rules easier to understand and take away the ridiculous language you use. "Plain English" signs. You can park here..... You can't park here.....

Take note of reg number. Threaten to tow away for serious offenders

We need more visible warden patrols that cover all hours rather than just working hours, especially the quieter residential streets around N18. I often see people parking on the pavement etc without punishment. People seem to think they can park overnight in inconsiderate manner and not get ticketed or towed.

Threaten inconsiderate people with having their cars crushed

Increase the number of parking spaces available ; allow 24 hours in which to pay the appropriate fee, particularly when a driver has inadvertently overstayed in a parking space by ANY length of time; issue parking permits to Enfield residents for a fixed annual or monthly fee.

There should be far more enforcement of pavement parking including people who are parking on drives with no dropped curbs and have cars that are far too long for their drives. This is antisocial and blocks the pavement for pedestrians and wheelchairs.

Parking on estates should be allocated