
Report To:	Environment & Regeneration Committee	Date:	25 October 2018
Report By:	Corporate Director Environment, Regeneration & Resources	Report No:	ENV037/18/MM
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Subject:	Parking Enforcement		

1.0 PURPOSE

- 1.1 This report updates members on parking enforcement in response to a request for such a report at the August 2018 meeting of this Committee.

2.0 SUMMARY

- 2.1 A request was made at the August 2018 meeting of the Environment & Regeneration Committee for a report on the effectiveness of both the Council's Parking Strategy and parking enforcement in Inverclyde. This report focusses mainly on the latter as the Parking Strategy is effectively an evolutionary process driven by community need.
- 2.2 The Council's Decriminalised Parking Enforcement (DPE) regime was brought in following the withdrawal of traffic wardens by Strathclyde Police. It should be remembered that the original impetus for a DPE scheme was the chaotic and inconsiderate parking in the town centres following this.
- 2.3 This report provides an analysis of the figures for the service of PCNs for two comparable periods, January to September 2017 & 2018 with a particular focus on areas which have shown the greatest variation in that period. The report also provides an update on enforcement as it relates to blue badge holders together with the number of seizures of blue badges since 2015.

3.0 RECOMMENDATIONS

- 3.1 That members note the content of this report.

4.0 BACKGROUND

- 4.1 Decriminalised parking enforcement (DPE) was introduced in Inverclyde in October 2014. The original impetus for the DPE scheme was the uncontrolled parking and consequential issues brought about by the withdrawal of traffic wardens by Strathclyde Police. A parking strategy was devised for Greenock town centre, where inconsiderate parking was causing the greatest impact. Subsequently five TROs covering the whole of Inverclyde were developed, consulted upon and implemented.
- 4.2 Since the original TROs were promoted there have been a number of changes in response to concerns from parts of the Inverclyde community. The most notable changes have been:
- The change from the historic on street 30 minute waiting time generally to 2 hours in Greenock town centre
 - The introduction of a residents' permit scheme in Greenock
 - The removal of the requirement to display a disc in Kilmacolm
 - Changes to the off street parking arrangements in Gourock to reflect community and traders wishes

These major alterations to the original TROs, along with other more minor changes, clearly show that there has been significant movement from the original parking strategy. In the case of the TRO process this is right and proper as public consultation is an essential part of that process which can lead to changes to the strategy. Other changes have been brought about to address community concerns. It should be appreciated that changes to the TROs can, in some circumstances, have the effect of increasing the number of PCNs issued.

- 4.3 The sections below attempt to give members up to date and comparable figures on parking enforcement. Figures are based upon the periods from January – September in 2017 and 2018. These periods have been taken as the most comparable as they come after major changes in Greenock made by the initial introduction of residents' permits and the changes to the off street parking arrangements in Gourock. New permit zones were introduced in Greenock in April 2018 however we will never get entirely comparable periods. The removal of the requirement for discs in Kilmacolm occurred in early January 2018 therefore the impact of this on PCNs served can be clearly seen. It should be emphasized that all of the figures are for PCNs served, they do not reflect the number cancelled or withdrawn or the income received from PCNs.
- 4.4 When the DPE scheme was introduced a clear distinction was made between the responsibility for the overall strategy and changes to the TROs and the responsibility for enforcement. The former rested with the Roads Service in Environmental and Commercial Services and the latter with Safer & Inclusive Communities. All PCN income went to the Roads Service in order to keep a clear division between enforcement and income. The parking attendants do not, and have never had, any targets on the number of PCNs served. Although both elements are temporarily within Environmental & Public Protection this position has been clearly maintained.

5.0 COMPARISON BETWEEN 2017 AND 2018

- 5.1 Figures for the comparative number and type of PCN's served in Gourock, Greenock, Inverkip, Kilmacolm and Port Glasgow are contained in Appendix 1. While it is not the intention of this report to produce a line by line analysis of these figures some particular issues will be highlighted for member's benefit.
- 5.2 The overall number of PCNs served in Inverclyde increased by 13.2% between 2017 and 2018. Some of this increase is as a result of a full team of parking attendants being available in 2018. For periods of 2017 the numbers available were down for various reasons. The availability of a full team has also meant that a full shift pattern including regular enforcement on Saturdays has been implemented in 2018.
- 5.3 The overall range of increase in PCNs served is from – 34.9% in Kilmacolm to 31.24% in Gourock. These extremes are examined in more detail in sections 6 and 7 below. Figures for Greenock show an increase in line with the overall average and slightly higher for Port

Glasgow.

5.4 PCNs are served for a number of offences. Categories “01 – No waiting” and “02 – Loading/unloading” reflect on road parking offences which will be self-evident to all, these are primarily about parking on double yellow lines. As there is particular interest in enforcement in controlled parking bays however these figures are supplied for both on street and off street controlled parking bays. These provide a better comparison as they also exclude issues such as PCNs relating to residents’ permits, which only apply in Greenock and some other offences. Comparative figures are shown in Appendix 2.

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5.5 The figures for controlled parking in Kilmacolm and Gourock are discussed in more detail below. For Greenock the increases from 2017-18 for both on street and off street are not significant overall albeit the balance of offences shown in Appendix 1 obviously differs. Figures for Port Glasgow likewise show little increase but are noticeably lower than other areas. This reflects the relatively high numbers of off street parking places in central Port Glasgow. As a result of this provision there are fewer parking restrictions in Port Glasgow as there is consequently better turnover and availability of parking.

6.0 ISSUES IN KILMACOLM

6.1 The 34.9% reduction in PCNs issued in Kilmacolm is almost entirely a result of the removal of the requirement for display of discs in the on street controlled bays which occurred at the beginning of January 2018. The parking attendants are spending a similar amount of time in Kilmacolm as is evidenced by the relatively stable number of PCNs issued per bay in the off street car parks. This figure is also broadly in line with Port Glasgow as the spaces in both have no additional pay & display requirement or time limits. The bulk of off street offences therefore relate to inconsiderate out of bay parking.

6.2 The main decrease in Kilmacolm clearly relates to the removal of the requirement to display a disc. This obviously removes the offence of not displaying a disc which was the main cause of a PCN in Kilmacolm in 2017 but also means that there is an effective 2 hour parking period from the point of the parking attendants’ arrival. The 42.7% increase in no waiting PCNs would suggest that overstay in the controlled bays has most likely increased leading to less availability and an increase in parking on double yellow lines.

6.3 This situation reflects the predictions in the report approved by this Committee on 02 March 2017. It was recognised in that report that enforcement of on street limited time parking bays would be more difficult without discs. Significantly, however, the reasons for removing discs in Kilmacolm were associated with the unique location of the village, which is remote from urban areas, the fact that there are only 32 on street spaces and the concerns from traders at that time. The report of March 2017 recognised that an exception to the case of discs in Kilmacolm could be supported without compromising the wider strategy across the urban area.

7.0 ISSUES IN GOUROCK

7.1 As discussed in 5.0 above the increase in PCNs issued was greatest in Gourock. Appendix 2 shows a higher rate of offences per bay in Gourock than Greenock for off street parking. This may be as a result of the differing proportions of unrestricted, disc controlled and pay & display bays in the respective car parks. There could also be an effect arising from the mixture of different parking restrictions in the lower Kempock Street car parks. It should be noted however that the current restrictions were brought in as a result of requests from the Gourock Community & traders in late 2016 and were fully consulted upon.

7.2 The major difference in offences per bay from 2017 to 2018 in Gourock however is for on street bays. In 2017 the rate of offences per bay was almost identical to Greenock at 5.99 vs 5.98. There was a slight increase in Greenock to 6.38 in 2018 however the rate in Gourock jumped to 9.43.

7.3 In order to unwrap the reasons for this further analysis of the Gourock figures has been included at Appendix 3. This gives both a month by month analysis for the periods under review and also attempts to account for any effect of the increase in Saturday enforcement.

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Analysis has also been carried out into the time spent by parking attendants in Gourrock between 2017 and 2018. Overall, with the exception of increased Saturday enforcement the main difference has been in the availability of parking attendants noted in 5.2 above. The effect of increased Saturday enforcement accounts for almost half of the increase in PCNs served in Gourrock. Including Saturdays the percentage change was 31%, excluding Saturdays it falls to 16.9%.

7.4 Figure 1 below shows the respective figures for PCNs served in Gourrock excluding Saturdays. Surprisingly the main increases are in the first 4 months of 2018. This may reflect the full team of parking attendants being available in Inverclyde in early 2018. With the exception of a smaller increase in June & July, which may reflect higher visitor numbers as a result of the better weather compared with 2017, there is little variation in the other months. September is actually slightly lower.

Figure 1



PCNs issued in Gourrock in the first 9 months of 2017 and 18 excluding Saturdays.

8.0 BLUE BADGE ENFORCEMENT

8.1 Parking restrictions in Inverclyde, both on street and off street, have two effects on the availability of parking for legitimate blue badge holders. In 2018 to date 341 PCNs have been issued for parking in disabled bays without a valid badge. This extremely inconsiderate behaviour clearly reduces parking spaces for legitimate blue badge holders. Blue badge holders may also park on single and double yellow lines with certain limitations, for example provided they do not cause an obstruction. The full list of these limitations is available on the Council website. In 2018 1259 PCNs have been served for parking in these areas, again discouraging inconsiderate parking in areas in which blue badge holders may legitimately park.

8.2 Since the middle of 2015 Parking Attendants have had the power to seize blue badges when these are not being used legitimately. To date over 120 badges have been seized for various types of misuse. Fifty-six badges have been seized for use when the badge holder was not present. Obviously this type of use is not only an attempt to subvert the legitimate parking

restrictions but also removes parking spaces for legitimate badge holders. One badge was seized in use when the badge holder was deceased and 1 forged badge was seized. The majority of the remaining seizures have been of expired badges. Some of these will have been genuine mistakes however the process for renewing a blue badge is relatively straightforward. Where badges have been seized they are returned to the Inverclyde Centre for Independent Living and this service has a process to return badges to legitimate badge holders where appropriate. A number of the incidents which constitute clear misuse are further investigated by the Council's corporate fraud team.

9.0 IMPLICATIONS

9.1 Finance

There are no financial implications.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report £000	Virement From	Other Comments
N/A					

Annually Recurring Costs/(savings)

Cost Centre	Budget Heading	With effect from	Annual net impact £000	Virement From	Other Comments
N/A					

9.2 Legal

There are no legal implications.

9.3 Human Resources

This report does not impact on Human Resources. The Memorandum of Understanding is on the same terms as that previously agreed.

9.4 Equalities

Has an Equality Impact Assessment been carried out?

	YES (see attached appendix)
X	NO - This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required.

9.5 Repopulation

The availability of parking in the town centres makes Inverclyde a more attractive place to live and do business.

10.0 CONSULTATIONS

10.1 N/A

11.0 BACKGROUND PAPERS

11.1 There are no background papers.

Appendix 1 - Comparative PCN Figures for Jan-Jun 2017 & 18				Jan- Jun 2017	Jan-Jun 2018	% Change	Comments
GOUROCK							
	01 - No waiting		347	381	9.80		
	02 - Loading/unloading		62	80	29.03		
	18 - Using a parking place for the sale of goods		0	1			
	21 - Parked in a suspended bay/space		0	1			
	24 - Not parked correctly within bay		0	4			
	25 - Parked in a loading bay during restricted hrs		2	0			
	30 - Parked for longer than permitted		11	5	-54.55		
	35 - Parked in disc bay without valid disc		341	498	46.04		
	36 - Parked in a disc parking place		121	211	74.38		
	40 - Parked in disabled bay without badge		22	63	186.36		
	47 - Parked on restricted bus stop/stand		24	28	16.67		
	48 - Stopped in restricted area outside a school		0	2			
	71 - Parked in an electric vehicle's place		0	4			
	80 - Overstay		42	74	76.19		
	83 - No P&D ticket		431	490	13.69		
	85 - Parked in bay without clearly disp valid perm		2	4	100.00		
	86 - Out of bay		9	10	11.11		
	87 - Parked in a disabled bay without valid badge		3	5	66.67		
	95-Using parking space for the wrong purpose		1	0	-100.00		
			1418	1861	31.24		
GREENOCK							
	01 - No waiting		150	273	82.00		
	02 - Loading/unloading		201	250	24.38		
	12 - No Residents Permit		597	745	24.79		
	16 - Parked without displaying a valid permit		1	4	300.00		
	19 - Parked in bay with invalid permit or P&D		2	0	-100.00		
	22 - Re-parked within specified time		1	1	0.00		
	24 - Not parked correctly within bay		14	15	7.14		
	25 - Parked in a loading bay during restricted hrs		403	291	-27.79		
	30 - Parked for longer than permitted		145	80	-44.83		
	35 - Parked in disc bay without valid disc		1013	1153	13.82		
	36 - Parked in a disc parking place		300	441	47.00		
	40 - Parked in disabled bay without badge		122	149	22.13		
	46 - Parked where stopping prohibited (rr or cw)		0	1			
	47 - Parked on restricted bus stop/stand		48	117	143.75		
	48 - Stopped in restricted area outside a school		4	2	-50.00		
	70 - Parked in loading bay during restricted hours		2	1	-50.00		
	71 - Parked in an electric vehicle's place		5	6	20.00		
	80 - Overstay		201	218	8.46		
	82 - Parked after the expiry of paid time		0	1			
	83 - No P&D ticket		424	290	-31.60		
	85 - Parked in bay without clearly disp valid perm		75	190	153.33		
	86 - Out of bay		18	32	77.78		
	87 - Parked in a disabled bay without valid badge		8	21	162.50		
	89 - Parked vehicle exceeds weight/height/length		0	1			
			3734	4282	14.68		
INVERKIP							
	01 - No waiting		1	12	1100.00		
KILMACOLM							
	01 - No waiting		96	137	42.71		
	02 - Loading/unloading		6	7	16.67		
	30 - Parked for longer than permitted		1	8	700.00		
	35 - Parked in disc bay without valid disc		149	4	-97.32	Requirement to display disc removed 15/01/18	
	36 - Parked in a disc parking place		15	1	-93.33	Requirement to display disc removed 15/01/18	
	40 - Parked in disabled bay without badge		3	2	-33.33		
	48 - Stopped in restricted area outside a school		1	1	0.00		
	71 - Parked in an electric vehicle's place		2	3	50.00		
	86 - Out of bay		27	26	-3.70		
	87 - Parked in a disabled bay without valid badge		4	9	125.00		
			304	198	-34.87		
PORT GLASGOW							
	01 - No waiting		28	30	7.14		
	02 - Loading/unloading		36	101	180.56		
	24 - Not parked correctly within bay		5	0	-100.00		
	25 - Parked in a loading bay during restricted hrs		10	14	40.00		
	30 - Parked for longer than permitted		87	45	-48.28		
	40 - Parked in disabled bay without badge		21	58	176.19		
	47 - Parked on restricted bus stop/stand		2	4	100.00		
	80 - Overstay		32	16	-50.00		
	85 - Parked in bay without clearly disp valid perm		2	0	-100.00		
	86 - Out of bay		77	89	15.58		
	87 - Parked in a disabled bay without valid badge		13	34	161.54		
	89 - Parked vehicle exceeds weight/height/length		1	1			
			314	392	24.84		
TOTAL			3898	4412	13.19		

Appendix 2 Comparative PCN rates for controlled on & off street parking bays

	Off Street					On Street				
	No of Spaces	Jan - Sept 2017		Jan-Sept 2018		No of Spaces	Jan - Sept 2017		Jan-Sept 2018	
		Total Offences	Offences Per Bay	Total Offences	Offences Per Bay		Total Offences	Offences Per Bay	Total Offences	Offences Per Bay
Greenock (#1)	390	733	1.88	760	1.95	334	1998	5.98	2131	6.38
Gourock (#2)	196	488	2.49	587	2.99	83	497	5.99	783	9.43
Port Glasgow (#3)	319	125	0.39	140	0.44	78	123	1.58	117	1.50
Kilmacolm	82	33	0.40	38	0.46	35	168	4.80	15	0.43

#1 - Greenock off street parking does not include Cathcart Buildings (25 spaces) which is currently residents only

#2 - Central Gourock has additional car parking at the Scotrail controlled Pay & Display car parks

#3 - Port Glasgow does not include 150 spaces at the park & ride as these are not covered by the TRO

Appendix 3 - Gourock Comparative PCN Figures

Month	Including Saturdays			Excluding Saturdays		
	2017	2018	% Change	2017	2018	% Change
Jan	97	167	72.16	97	167	72.16
Feb	104	186	78.85	92	143	55.43
Mar	157	190	21.02	130	140	7.69
Apr	118	201	70.34	118	169	43.22
May	217	230	5.99	201	210	4.48
Jun	201	245	21.89	165	193	16.97
Jul	154	233	51.30	154	186	20.78
Aug	224	261	16.52	209	206	-1.44
Sep	146	148	1.37	138	110	-20.29
Total	1418	1861	31.24	1304	1524	16.87