

THE VALE OF GLAMORGAN COUNCIL

CABINET: 04 DECEMBER, 2017

REFERENCE FROM ENVIRONMENT AND REGENERATION SCRUTINY
COMMITTEE: 9TH NOVEMBER, 2017

“ CIVIL PARKING ENFORCEMENT UPDATE (DEH) –

The report provided the Committee with an update on Civil Parking Enforcement activities in the Vale of Glamorgan for 2016/17 and from 1st April to 24th October, 2017.

The Head of Visible Services and Transport, in presenting the report, referred to the fact that on 1st April, 2013, Bridgend County Borough Council and the Vale of Glamorgan Council were made responsible for the enforcement of the majority of on-street and off-street parking regulations under a scheme called Civil Parking Enforcement (CPE). Civil Enforcement Officers helped to identify illegal and irresponsible parking with any illegally or irresponsibly parked vehicles being given a parking ticket known as a Penalty Charge Notice (PCN). PCNs were only issued where vehicles were parked in contravention of the parking restrictions. PCNs were administered by the Wales Penalty Processing Partnership (WPPP) based in North Wales. They also processed and collected penalty charges on behalf of other Local Authorities.

If the PCN was not paid or challenged during the initial 28 day period, as specified on the front of the PCN, a Notice to Owner would be served on the registered keeper of the vehicle, requiring full payment of the penalty charge. If payment was made within 14 days of the date of issue, then the charge was reduced by 50%. If no payment was received within 14 days then the full amount was required.

There were no targets for the number of PCNs that a Civil Enforcement Officer must issue. All Officers underwent comprehensive training and could only issue a PCN if they believed a contravention had occurred.

Appendix A to the report showed the data for 2016/17 and Appendix B the latest data for 2017/18 from 1st April to 24th October, 2017.

The Civil Parking Enforcement service was arranged so as to be self-financing. For 2016/17 the total costs and income for the service were reported as :

Vale Employee Costs	£1,017
Premises	£664
Supplies and Services	£40,776

Payments to Bridgend CBC	£195,304
Overheads	£3,773
Income	-£242,000
Surplus	-£466

The surplus made by the service in 2016/17 was being used to pay back the initial set up costs for CPE which totalled £281k. Of this, £213k was funded from the Visible Services reserve.

The day to day management of CPE was undertaken by Bridgend County Borough Council. Specific enquiries relating to the existing Traffic Regulation Orders, signs and lines within the Vale of Glamorgan were dealt with by the Council's Traffic Management team.

Following a query from a Local Member regarding how priorities were identified they asked whether Dinas Powys could also be targeted as they stated that a number of people were starting to worry about the number of people parking on yellow lines in the area which exacerbated the problem and led to further abuse. The Head of Service in response stated that some areas would be patrolled more closely than others, for example Barry, Penarth and Cowbridge as they had the biggest issues for the Council. However, Members were urged if they had any issues in their areas to contact the Head of Service and she would see what could be arranged as it was a balancing act from her point of view.

Following a query regarding funding, the Head of Service advised the Council had originally put money in to launch the service but that it was established as a self-funding service. It did however need to be reviewed and at that time all options would be considered.

The Member from Llantwit stated that he was not happy with the number of visits in Llantwit Major advising that they could not rely on the Police and local residents expected action. The fact that it was the third largest town in the Vale he considered the statistics to be "pretty grim". He also took the opportunity to question whether all the disabled bays in the Authority had been adopted and sought the information from the officers to be forwarded via e-mail to all Members of the Committee. Councillor Cox, the Cabinet Member with permission to speak, advised that prior to the CPE process being established, the Council had to apply to Welsh Government regarding the establishment of parking bays and at that time had undertaken an audit of all its parking bays and as such he was hopeful that all the parking bays had been approved and adopted.

Following a further query regarding the multi-storey car park and people being booked at Wyndham Street, the Head of Service agreed to seek clarification and advise Members accordingly.

The local Member for Barry, although advising that he was more than happy with the high number of tickets being issued on Paget Road, urged the department to consider the implementation of resident parking on Barry Island.

In response to a query regarding the turnover of staff and whether the existing arrangements with Bridgend were adequate, the Head of Service reiterated that the parking strategy needed to be re-examined for Barry Island and elsewhere, there was an issue in relation to staff turnover which it was envisaged the pending car parking strategy would hopefully assist with.

A Member raised the issue of resident parking areas being left empty for most of the day in a number of areas, with the suggestion that all options be explored under the strategy to address the matter. For example the comment was made that some Councils had residents parking only after 5.00 p.m. or 6.00 p.m. when people came home from work.

The suggestion of a camera car to assist officers in their duties was seen by all Members as an excellent way forward and, although subject to available resources, Members felt that it should be considered for future use.

Following consideration of the report, it was subsequently

RECOMMENDED –

- (1) T H A T the report be referred to Cabinet for consideration together with the views of the Committee.
- (2) T H A T Cabinet be requested to consider the future use of a camera car to operate around the Vale of Glamorgan.
- (3) T H A T under the Car Parking Strategy, the issue of adequate work force levels be explored.
- (4) T H A T a further Civil Parking Enforcement report be received by Committee in Summer 2018 outlining the full details of activities undertaken in 2017/18.

Reasons for recommendations

- (1) To apprise Cabinet on the current data on Civil Parking Enforcement for their consideration together with the views of the Committee.
- (2) To assist with enforcement issues.
- (3) To ensure that adequate levels are considered and addressed.
- (4) To ensure Committee continues to receive updates on Civil Parking Enforcement activities for consideration.”

[Attached as Appendix – Report to Environment and Regeneration Scrutiny Committee: 9th November, 2017](#)