



Civil Parking Enforcement Annual Report 2010/11

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1. FOREWORD

As Chairman of the Staffordshire Parking Board I am pleased to present Staffordshire County Council's Annual Parking Report for the 2010/11 financial year.

Illegal parking is an issue which has plagued our citizens for many years and under the banner of "Clear Streets" the County Council, partnered with the District and Borough Councils, seeks to resolve these problems and make our roads more accessible and safer for all.

This report explains how Civil Parking Enforcement (CPE) is operated and managed throughout the county and how it exists for the benefit of everyone, including the motorist but particularly vulnerable highway users who are more at risk from dangerous parking.

This year was also the second year that CPE has been in operation for the whole of the county. In March 2009 the remaining four District and Borough Councils adopted CPE and began enforcement of parking restrictions shortly afterwards. This provides a united approach to parking enforcement leading to less confusion for the motorist no matter where they park.

The period covered by this report has also seen some new developments in Parking Law with the introduction of dropped kerb enforcement, allowing drivers who park blocking resident's driveways or where the kerb has been lowered to help pedestrians, especially disabled citizens, to cross the road.

It is also worth noting that Civil Parking Enforcement is not designed to make money for the council and where surplus income is accrued that money is reinvested into the public highway creating a better road network for the residents and visitors of Staffordshire.

Please take the time to read through this report and any feedback or comments can be directed to clear.streets@staffordshire.gov.uk

Councillor Tony Williams
2010/11 Vice-Chairman of the Staffordshire Parking Board



2. BACKGROUND

What is Civil Parking Enforcement?

Civil Parking Enforcement (CPE) has been operating in parts of the County since 2007 and throughout the whole of Staffordshire since 2009. This transferred responsibility for the enforcement of parking restrictions, such as double yellow lines, from the police to Local Government.

Who is Responsible for CPE?

Local Government in Staffordshire is split into two tiers, with Staffordshire County Council as the upper-tier, responsible for the public highways, and the eight District and Borough Councils as the lower-tier responsible for their own off-street car parks. It was decided that the best way to operate CPE was to combine the off-street car park enforcement run by the district councils with the need to enforce on-street restrictions.

This means that whilst the County Council is the Highway Authority responsible for parking restrictions throughout Staffordshire, it is the District and Borough Councils that enforce those restrictions on the County's behalf. This is controlled by formal partnership agreements signed between the County Council and all the District and Borough Councils and a County Council Policy which sets out the rules and strategies through which the enforcement is carried out.

How does CPE work?

When a vehicle is found to be in breach of a parking restriction then a Civil Enforcement Officer (CEO) will issue a Penalty Charge Notice (PCN) against that vehicle. In Staffordshire CEOs are either employed directly by the district councils or are employed by a private company acting as a contracted service. Currently three Staffordshire councils directly employ CEOs whilst the other five council's contract their service out to either Legion or APCOA.

Once a PCN has been issued by a CEO then the administration and processing of that PCN is handled by Stoke on Trent Council. Having operated Parking Enforcement for many years, Stoke on Trent Council had a very experienced and capable team already set up, and so it was decided to enter into a partnership agreement with them to provide the back office functions of the Staffordshire CPE Service.

The County Council is responsible, as the highway authority, for making sure the lining and signing of parking restrictions remains current and correct. All parking restrictions are implemented through a Traffic Regulation Order (TRO) under the Road Traffic Regulations Act 1984 and its various amendments. The County Council has invested in the development of a GIS mapping facility for the display and tracking of the parking related TRO, totalling in the order of 450kms of restrictions. This is available on-line to participating CPE Districts and Stoke on Trent, greatly assisting with the operation of the parking service.



Finally should a member of the public wish to appeal a PCN they can; firstly to the local council but then later to the independent adjudication service (PATROL) who will make a final decision on wherever the PCN should be upheld or cancelled.



3. POLICY AND STRATEGY

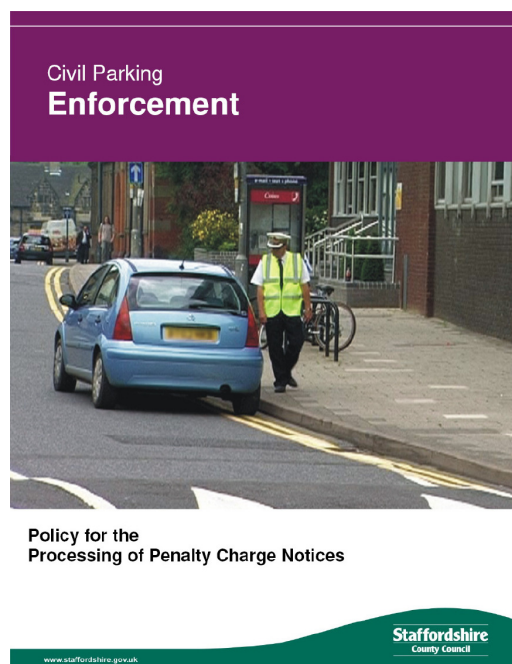
Prior to the introduction of CPE, the Councils were committed to producing policies to ensure consistency throughout the county. This approach has proven to be very worthwhile as the Traffic Management Act now requires us to determine and publish the policies regarding enforcement.

In addition to the Enforcement Policy, the Councils, via the respective Parking Committees and the County Parking Board have produced further policies for the introduction of Residents Only Parking Schemes and the introduction of On-Street Pay and Display Orders.

All of the Current parking policies are available on the County Website and linked via District Websites.

In accordance with our stated aims of the scheme we have concentrated our enforcement activity in some priority areas: details of the enforcement priorities are given in Appendix B.

As the full implications of the TMA are introduced over the coming years, such as the introduction of dropped kerb parking enforcement, further policies will be developed to cover Footway parking, Enforcement by CCTV, enforcement of Moving Traffic Conventions and Bus Lane Enforcement.



Available on SCC Website
www.staffordshire.gov.uk/transport/parking/detailarea/



4. PARKING ENFORCEMENT IN STAFFORDSHIRE

The parking operation, as far as this report comprises, covers the eight Districts' Civil Enforcement Areas (CEA's) and Staffordshire County Council (SCC) has an arrangement with the districts for them to manage the enforcement of all on-street areas in addition to the districts' own off-street surface and multi-storey car parks. Overall in the 8 CPE Districts there are over 13,000 parking spaces including those for specific classes of vehicle and approximately 450 kilometres of yellow lines in the County of Staffordshire.

	2010/11
Length of Yellow Lines	450 km
On street charged parking spaces	33
ESBC Car park spaces	2250
SMDC Car park spaces	1615
SBC Car park spaces	2797
NuLBC Car park spaces	1230
SSDC Car park spaces	700
CCDC Car park spaces	1338
LDC Car park spaces	1996
TBC car park spaces	1192
Resident Permit Schemes	1



5. LOCAL DISTRICT REPORTS

East Staffordshire Borough Council

East Staffordshire Borough Council operates a team of 12 CEO's covering the areas of Burton on Trent, Uttoxeter and the surrounding ward areas. Civil Enforcement Officers play a key and pivotal role in ensuring that East Staffordshire is a safe and welcoming place to work and visit.

Staffordshire Moorlands District Council

A full "in house" enforcement service is being provided Mon – Sat with the enforcement staff (CEO's) employed directly by SMDC. At full deployment 6 CEO's are deployed as necessary throughout the District to patrol on identified beats and / or respond to specific local 'hotspots' or issues; enforcement is generally carried out between the hours of 8am – 8pm Mon-Sat, previously extended from 6pm to respond to local parking issues prevalent at those times. At present no enforcement is carried out on Sundays or Bank Holidays. All operatives hold the C&G certificate in parking enforcement and conflict management with top up training and close supervision continually provided.

Improvement measures already introduced, including the continued secondment of trained and experienced CEO's from a private contractor, has enabled an increase in the performance of the CPE service. To sustain this upturn in performance over the long-term it is anticipated that the SMDC CPE service will be outsourced during 2011/12. This will allow SMDC to deploy CEO's on a sustained basis and to respond pro-actively to known 'hotspots' and parking issues throughout the Moorlands to a higher degree than has previously been possible.

It is also anticipated that areas of on-street pay and display are to be identified by SCC officers in the Moorlands in 2011 which may then be used to support the enforcement aspect of the service and highways improvement schemes.

The Moorlands Local Parking Committee (LPC) has carried out various information gathering exercises and consultations with local residents and stakeholders to identify specific local parking and traffic issues. These have been prioritised to manage the implementation of new Traffic Regulation Orders (TRO's) in the Moorlands for the next five years.

Tamworth Borough Council

Tamworth Borough Council continues to operate Civil Parking Enforcement in a shared Southern Staffordshire joint contract with APCOA Parking Services as the contractor, in partnership with Cannock Chase, Lichfield and South Staffs District Councils. Stoke on Trent City Council provides the processing centre.

Despite a challenging year, mirrored by a general down turn in general occupancy of



Council car parks which indicates there are less cars parking, and even less parking in contravention, the deployment levels increased.

A total of 6105 Penalty Charge Notices were issued in 2010/11 by a deployment of staff equal to 4.43 full time staff equivalent. Deployed hours represented 67% of time patrolling on street enforcing the prevailing traffic regulation orders.

PCN issue remained proportionately higher than anticipated for off street offences and the CPE model has been closely reviewed with our partners to reduce deployed hours in order to match expenditure against income to ensure a balanced effective service for future years.

Cancellation rates of PCN's have continued to reduce and are well within the expected performance indicators and further detailed work is underway with the contractor to further reduce cancellations through avoidable errors.

The Council continue to work successfully with Staffs County Road Safety team to roll out the Ziggy and Zaggy School safety initiative with the Police and APCOA, highlighting the dangers of inconsiderate parking at school gates, with enforcement where regulations permit.

The service is now fully embedded and the levels of awareness of the enforcement suggest that compliance and understanding is increasing.

Lichfield District Council

The Civil Parking Enforcement service has been in operation in Lichfield District since March 2009. The service continues to be operated as a shared Southern Staffordshire joint contract. The other partners are Cannock Chase, South Staffordshire and Tamworth Councils. The contractor is APCOA Parking Services Ltd.

In 2010/11 over 7,000 Penalty Charge Notices (PCNs) were issued by 4.5 full time equivalent staff. 34% of the notices were issued for on street contraventions. The split of deployed hours was 60% on street and 40% off street, which unlike the split of PCNs issued, was in line with the original CPE model. As a result of the lower proportion of on street PCNs against the higher proportion of costs of deployment, the CPE account produced an end year deficit.

In order to address this situation of on-going deficits, a review of the service took place towards the end of the financial year 2010/11 in consultation with Staffordshire County Council, our district partners and APCOA. As a result, from 1 April 2011, deployed hours were reduced by 41%. The PCNs expected were also reduced by over 20% to 7,000 per annum.



The Local Joint Parking Committee continues to monitor performance of the CPE Service and consider other parking matters such as Traffic Regulation Orders (TROs) and CPE issues raised by Parish Councils and local Councillors.

South Staffordshire District Council

The CPE service has been in place with effect from 1st April 2009 and we have just completed the 2nd year of enforcement as part of Tranche 2 operations. Due to the essentially rural nature of the District, the enforcement requirements are considerably less than elsewhere in the County. Consequently only 1 full-time CEO (civil enforcement officer) has been deployed for the first 2 years, focussing on the "hot spots" (mainly village centres and schools). The core hours covered are between 8am and 6pm Mondays to Saturdays plus Bank Holidays.

CEOs are provided by APCOA Parking UK Ltd, under a partnership agreement with our tranche 2 partners (Cannock Chase DC, Lichfield DC and Tamworth BC).

The Local Joint Parking Committee met on 2 occasions during 2010/11 (July 10 & February 11) to consider the general performance of the CPE service together with relevant matters from the meetings of the Parking Board. Other items considered by the Committee were as follows:

- consultation on various parking-related TROs raised by the County Council
- consideration of CPE issues raised by Parish Councils and local councillors
- approval of the Parking Places Order for South Staffordshire to cover the Council's main public car parks (the Order came into effect on 21st August 2010)

Cannock Chase District Council

Civil Parking Enforcement within the Cannock Chase area is contracted out to APCOA and is part of a shared contract for Sothern Staffordshire with Lichfield District Council, Tamworth Borough Council and South Staffordshire District Council.

There are 4 CEO's providing enforcement between the hours of 08.00 and 18.00 hrs Monday to Saturday. Enforcement is carried out on routine Daily Beats in the Town Centre Areas and at least once a week in other areas with a mobile beat. All CEO's hold the C&G level 2 qualification in parking enforcement and all cash collection staff are registered with the SIA (Security Industry Authority).

The Joint Parking Committee meets quarterly to monitor performance and discuss relevant issues. A number of TRO's have been reviewed and amended as required after being raised at this committee along with other more general parking issues.

Stafford Borough Council

A fully "contracted out" enforcement service is being provided Monday to Saturday between the core hours of 7am to 7pm, however enforcement is carried out on a regular basis outside of normal operating hours and as necessary on Sunday



There are 9.75 full time equivalent Civil Enforcement Officers (CEO's) employed with 8 CEO's deployed throughout the Borough on a daily basis, split equally on and off street patrolling identified beats and responding to specific local 'hotspots' and issues. This is carried out both on foot, by motor scooter and on pedal cycles in the local areas and a van operates as a mobile patrol for the more rural locations, including regular School visits and complaint areas.

The local Parking Committee meets on a quarterly basis. During this period a Residents Parking Scheme in Castletown received approval and is due to be implemented on 1 September 2011. Several new TRO's have been agreed from the submitted programme an example of which is the placing of double yellow in Hydrant Way outside Staffordshire Fire Service Headquarters.

During the 12-month period CEO's have continued with their Ambassadorial activities on behalf of the Council and within budget. In addition to the day to day assistance they offer to the public the team undertook another campaign during the winter months assisting motorists defrost their vehicles also handing out Ice scrapers and mini torches together with leaflets and information on winter driving and route planning. On several days during the severe weather over the festive period the operation was suspended and the CEO's were tasked to assist motorists and members of the public

During this period seven CEO's successfully undertook an NVQ Level 2 - Controlling Parking Areas an industry recognised certification for people working within the parking sector. The NVQ helps to develop skills and confidence and gives valuable recognition for meeting high standards in the workplace. This award is based on recognised occupational standards and is certified by City & Guilds.

Newcastle under Lyme Borough Council

The enforcement service is provided by an in house team of 6 Civil Enforcement Officers (CEO's), who work on a rota basis between the core hours of 8 am to 6 pm Monday to Saturday, with additional hours when necessary. The CEO's hold City & Guild level 2 certificates in parking enforcement and conflict management, additional training is provided to supplement the City & Guild requirements. The whole of the Borough Council is covered using a mobile team of CEOs.

The Joint Parking Committee (JPC) meets regularly to consider any requests relating to parking issues. Due to the large number of requests and the limited Staffordshire County Council resources, the JPC prioritises the requests.

There has been a slight reduction in the total number of PCNs issued compared with the previous year. In addition the percentage of on street to off street PCNs has reduced to 64% compared with 68% in the previous year.



6. ENFORCEMENT STATISTICS

Key Statistics

The levels of resource applied on street are continually monitored in the Districts to ensure it is commensurate with the parking problems being addressed.

Enforcement Officers by District (1st April 2010 to 31st March 2011) (full time equivalent)

District	On-street CEO's	Off-street CEO's	Total
East Staffordshire	6	6	12
Staffordshire Moorlands	4	2	6
Stafford	4	4	9.75
Newcastle under Lyme	3.8	2.2	6
South Staffordshire	-	-	1
Cannock	2.8	1.2	4
Lichfield	2.7	1.8	4.5
Tamworth	*	*	*

**Information not available*

Parking Contravention Notices (PCNs) Issued by District (1st April 2010 to 31st March 2011)

District	On-street PCNs	Off-street PCNs	Total
East Staffordshire	4,564	5,756	10,320
Staffordshire Moorlands	2,105	3,367	5,472
Stafford	6,123	7,221	13,344
Newcastle under Lyme	4,608	2,632	7,240



South Staffordshire	1,077	0	1,077
Cannock	3,104	2,943	6,047
Lichfield	2,341	4,909	7,250
Tamworth	2,331	3,774	6,105

PCNs by Contravention type (on-street)

District	% of PCNs issued for 'yellow line' contraventions	% of PCNs issued for 'overstay' contraventions	% of PCNs issued for 'Disabled bay' Contraventions	% of PCNs issued for 'other' Contraventions
East Staffordshire	49%	33%	2%	16%
Staffordshire Moorlands	46%	46%	3%	5%
Stafford	36%	47%	9%	8%
Newcastle under Lyme	52%	12%	13%	23%
South Staffordshire	32%	35%	6%	27%
Cannock	38%	40%	12%	10%
Lichfield	39%	34%	25%	2%
Tamworth	64%	28%	4%	4%

PCNs by Contravention type (off-street)

District	% of PCNs issued for 'non payment' contraventions	% of PCNs issued for 'overstay' contraventions	% of PCNs issued for 'Disabled bay' Contraventions	% of PCNs issued for 'other' Contraventions
East Staffordshire	37%	51%	3%	9%
Staffordshire Moorlands	39%	42%	8%	11%
Stafford	45%	44%	4%	7%
Newcastle under Lyme	53%	45%	1%	1%



South Staffordshire	-	-	-	-
Cannock	39%	31%	8%	22%
Lichfield	53%	39%	3%	5%
Tamworth	47%	35%	4%	14%



7. FINANCIAL RESULTS

The standard penalty charges for the period covered by this report are £70 or £50 but this is reduced to £35 or £25 if paid within 14 days of issue. If a PCN is challenged within the 14 days, the “clock is stopped” and, if it is subsequently upheld, it may still be paid at the reduced rate within 14 days.

If a penalty charge notice is not paid, the sum owing increases to by a further 50% to £105 or £75 as appropriate. If it is still not paid, a warrant is issued by the court which is executed by the Councils bailiff whose fees are added to the sum recovered.

During the period covered by this report, the great majority, 68%, of those PCNs that were not cancelled were paid at the reduced rate of £25 or £35. 18% were paid at the standard rate of £50 or £70 and 2% had progressed to the higher level or more. Some 12% remain unresolved.

Civil Parking Enforcement schemes should aim to at least break even and not be a burden to the local tax payer. Any surplus income is required to be spent on local transport improvements. However, it inevitably takes some time for a new scheme to settle down into a stable pattern as people adapt to new circumstances. It takes even longer for the financial position to stabilise because different elements of the income stream and of the associated costs “kick in” at different times and rates. Whilst some councils have already begun to generate surplus revenue that can be re-invested into the Highway other council have begun to move towards a more stable financial position that will enable them to do so in the future.

Total PCN Payment Statistics (1st April 2010 to 31st March 2011)

District	Total PCN's Issued	%PCN's Paid	% PCNs Cancelled	% of PCNs In progress
East Staffordshire	10,320	75%	13%	12%
Staffordshire Moorlands	5,407	79%	12%	9%
Stafford	13,344	78%	13%	6%
Newcastle under Lyme	7,240	73%	16%	11%
South Staffordshire	1,077	80%	13%	7%
Cannock	6,047	69%	21%	10%
Lichfield	7,340	65%	26%	9%



Tamworth	6,105	66%	20%	13%
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CPE Income Statistics

District	CPE PCN Income	On Street Pay & Display Income	Total	On Street PCN's Issued
East Staffordshire	£153,309	£70,512	£223,821	4,564
Staffordshire Moorlands	£101,853	£0	£101,853	2,105
Stafford	£366,962	£0	£366,962	6,123
Newcastle under Lyme	£127,578	£47,742	£175,320	4,608
South Staffordshire	£34,000	£0	£34,000	1,077
Cannock	£136,502	£0	£136,502	3,104
Lichfield	£73,922	£0	£73,922	2,341
Tamworth	£164,791	£0	£164,791	2,331

Expenditure Statistics (on street)

<u>District</u>	<u>Total Cost</u>
East Staffordshire	£187,581
Staffordshire Moorlands	£173,278
Stafford	£201,384
Newcastle under Lyme	£155,500
South Staffordshire	£43,000
Cannock	£170,861
Lichfield	£125,852
Tamworth	£204,700



8. ADJUDICATIONS

Referrals to National Parking Adjudication Service now Parking and Traffic Regulations outside London (PATROL) Traffic Penalty Tribunal (TPT)

During the period covered by this report, 70 appeals were made to the National Parking Adjudication Service (NPAS). In total 12 appeals were allowed, including 18 that were not contested by the district or borough councils. In 34 cases the appeal was rejected by the adjudicator and the PCN upheld. 6 appeals were still awaiting judgement at the end of the financial year.

Adjudications by District

District	Appeals allowed	Appeals rejected	Appeals not contested by the council	Total appeals to NPAS
East Staffordshire	5	9	0	14
Staffordshire Moorlands	0	2	0	3
Stafford	5	11	1	17
Newcastle under Lyme	0	3	1	4
South Staffordshire	0	0	0	0
Cannock	1	3	1	5
Lichfield	1	3	1	5
Tamworth	0	6	14	22



9. Key Performance Indicators

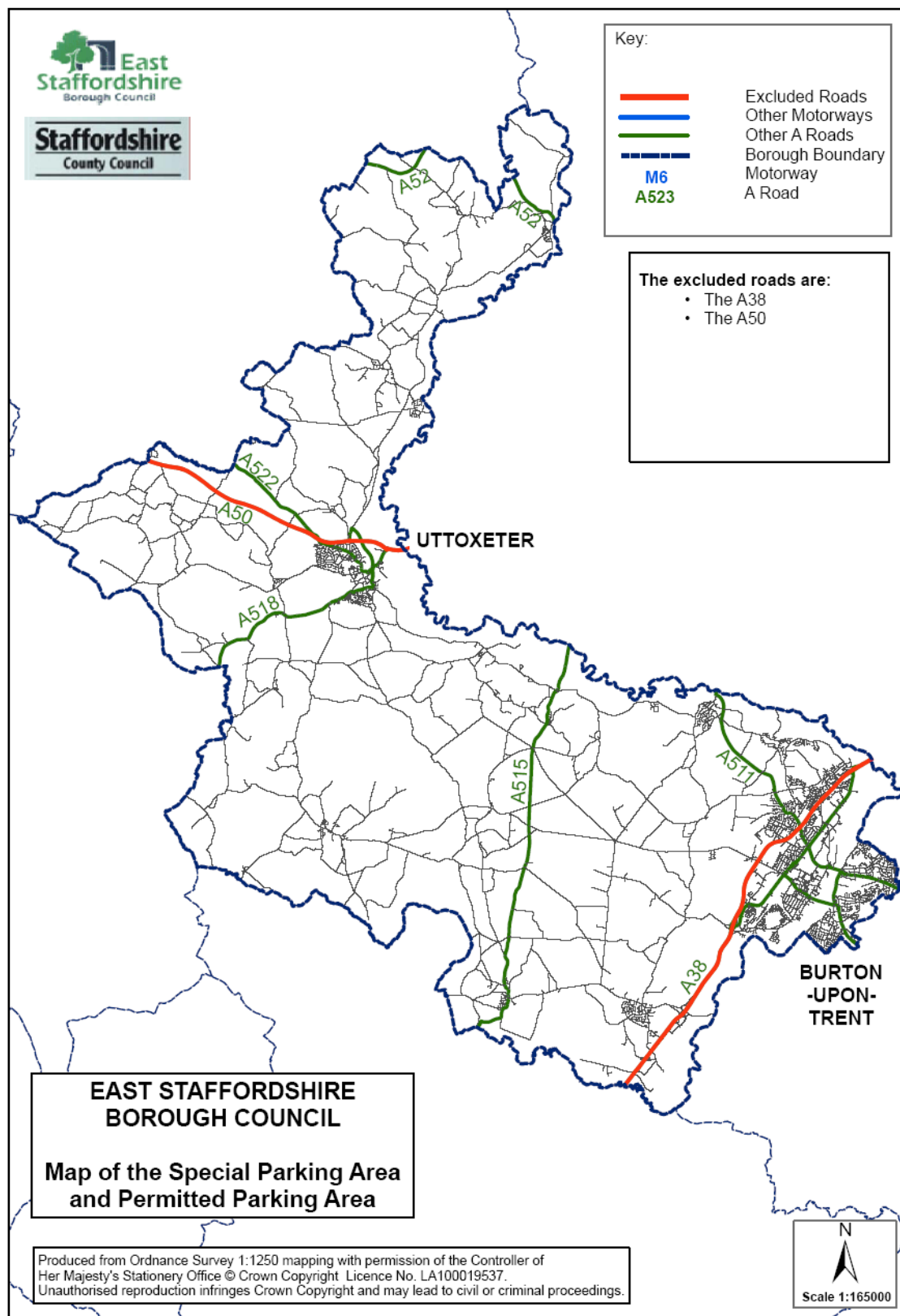
District	No of Justified complaints per CEO	% PCN cancellation rate due to operational reasons	% PCN cancellation rate due to CEO error.	% coin or ticket jam repairs to on street ticket machines within 1 hour	% coin or ticket jam repairs to on street ticket machines within 3 hours	% of payments for correctly issued and paid PCN's, at the 50% discount rate
East Staffordshire	3	13%	3%	*	*	44%
Staffordshire Moorlands	0	2%	1%	*	*	67%
Stafford	2	13%	1%	*	*	59%
Newcastle under Lyme	0	15%	4%	99%	100%	53%
South Staffordshire	0	13%	2.3%	*	*	72%
Cannock	0	21%	3%	*	*	59%
Lichfield	0	5%	2.2%	*	*	55%
Tamworth	0	2%	1.58%	*	*	51%

**Information not available*

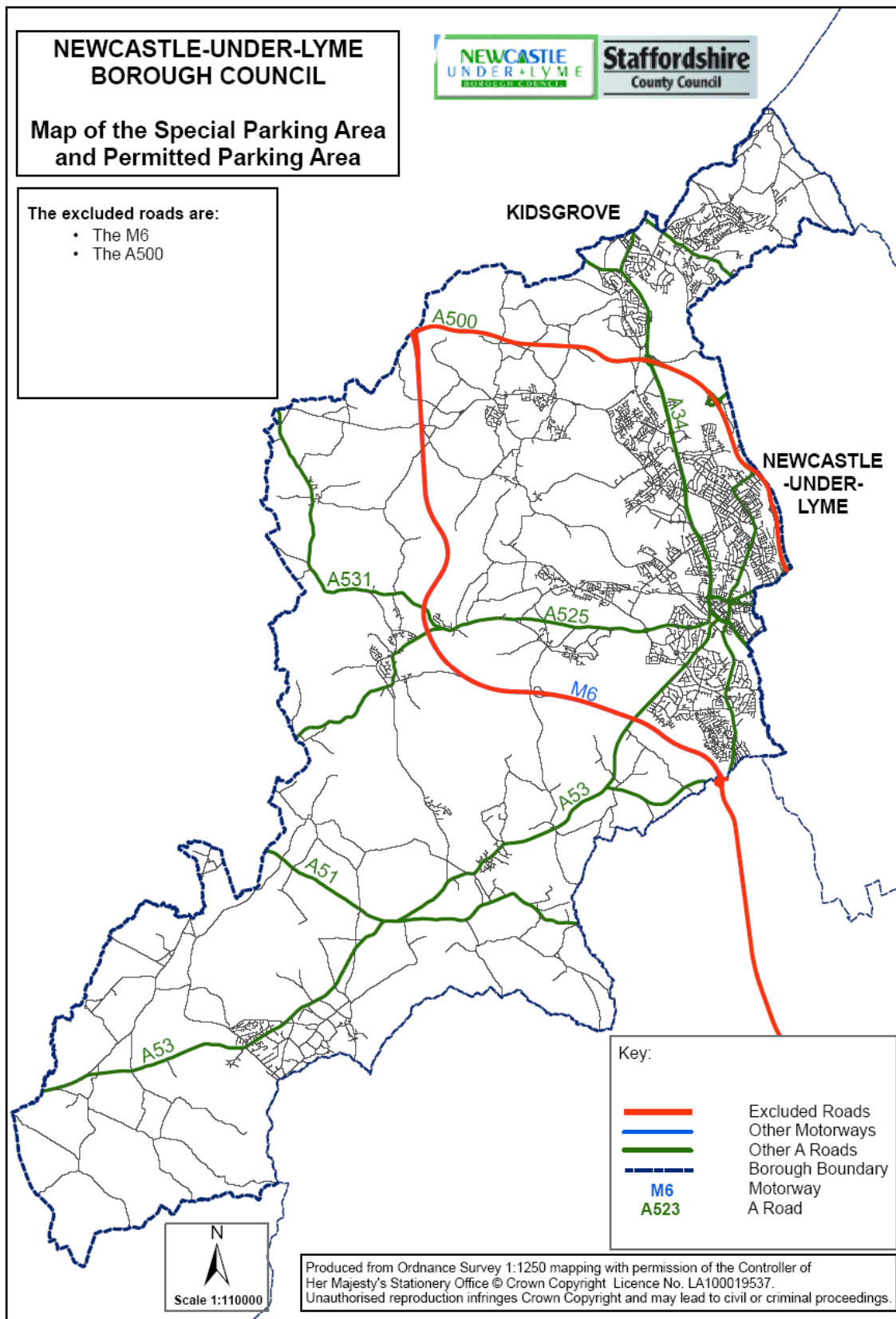


APPENDIX A – MAPS OF THE ENFORCEMENT AREAS

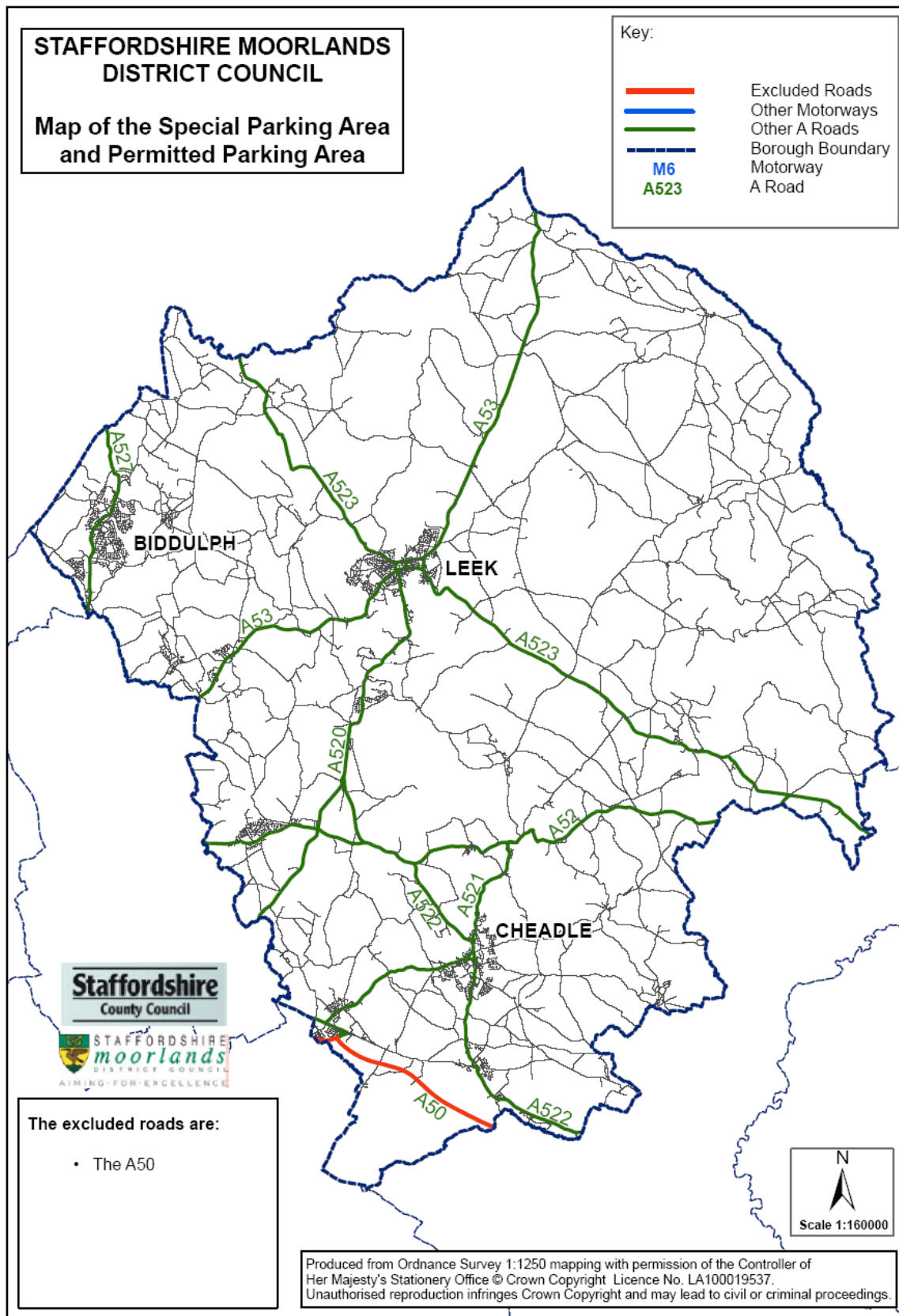
East Staffordshire Borough



Newcastle under Lyme District

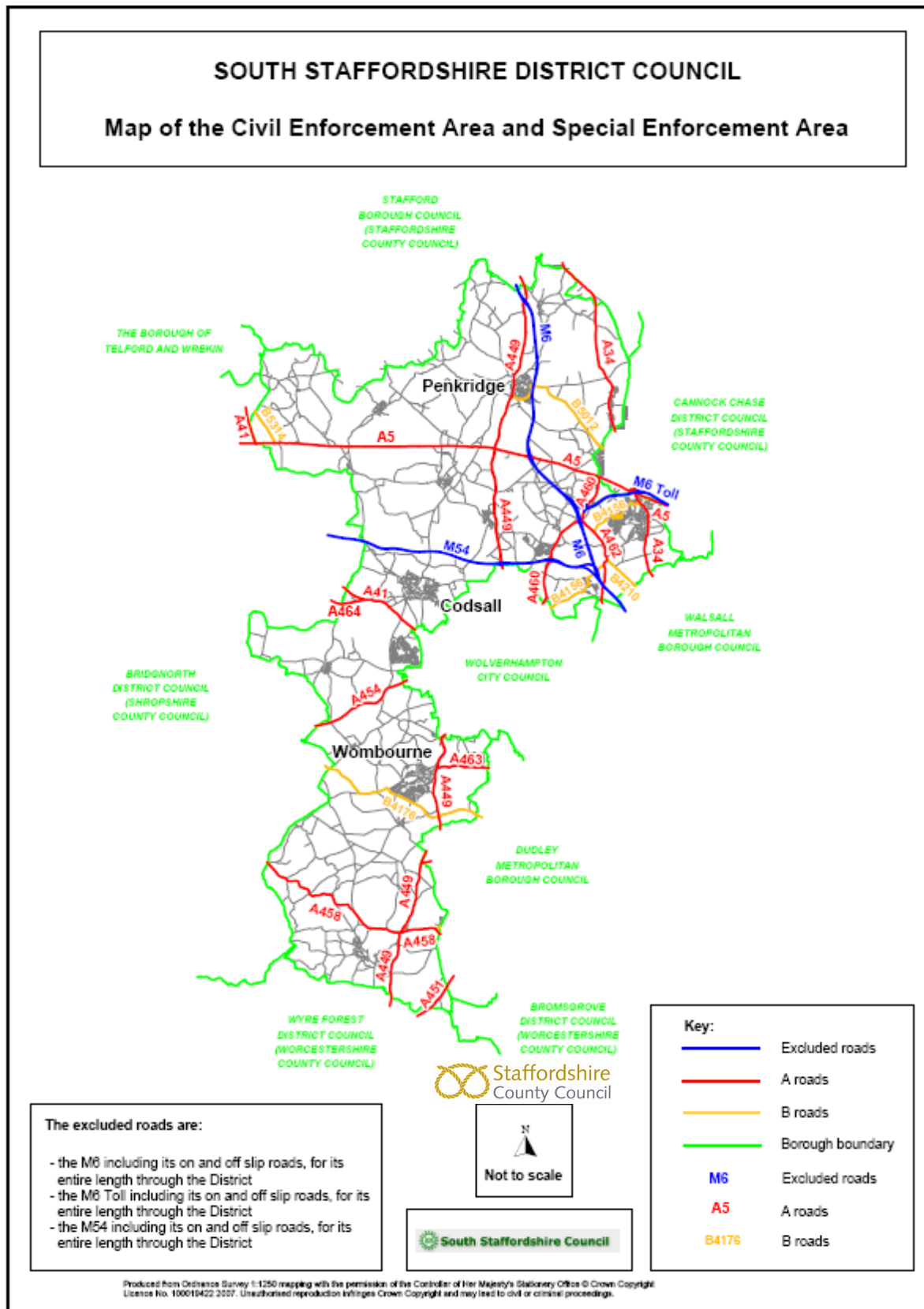


Staffordshire Moorlands District

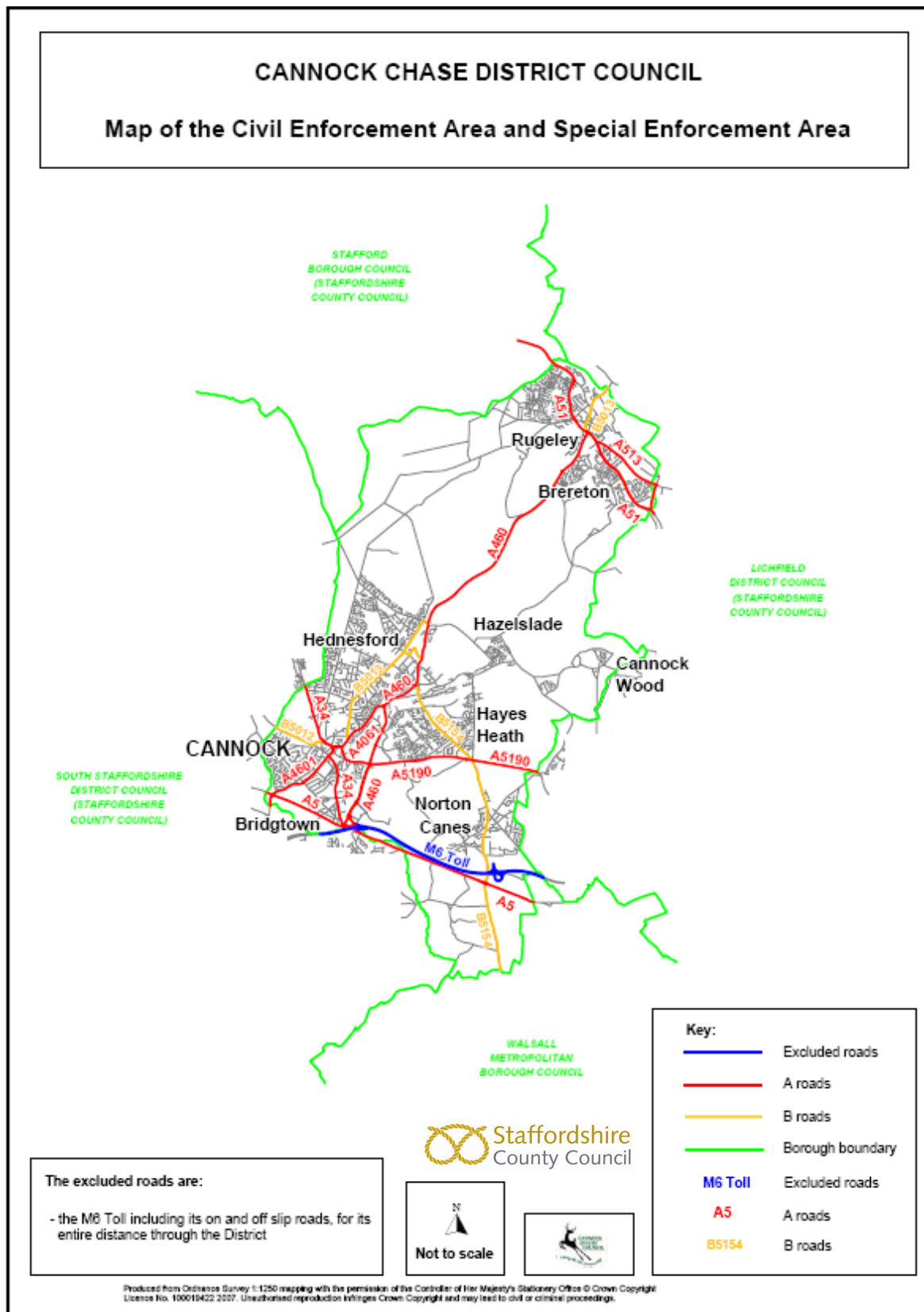




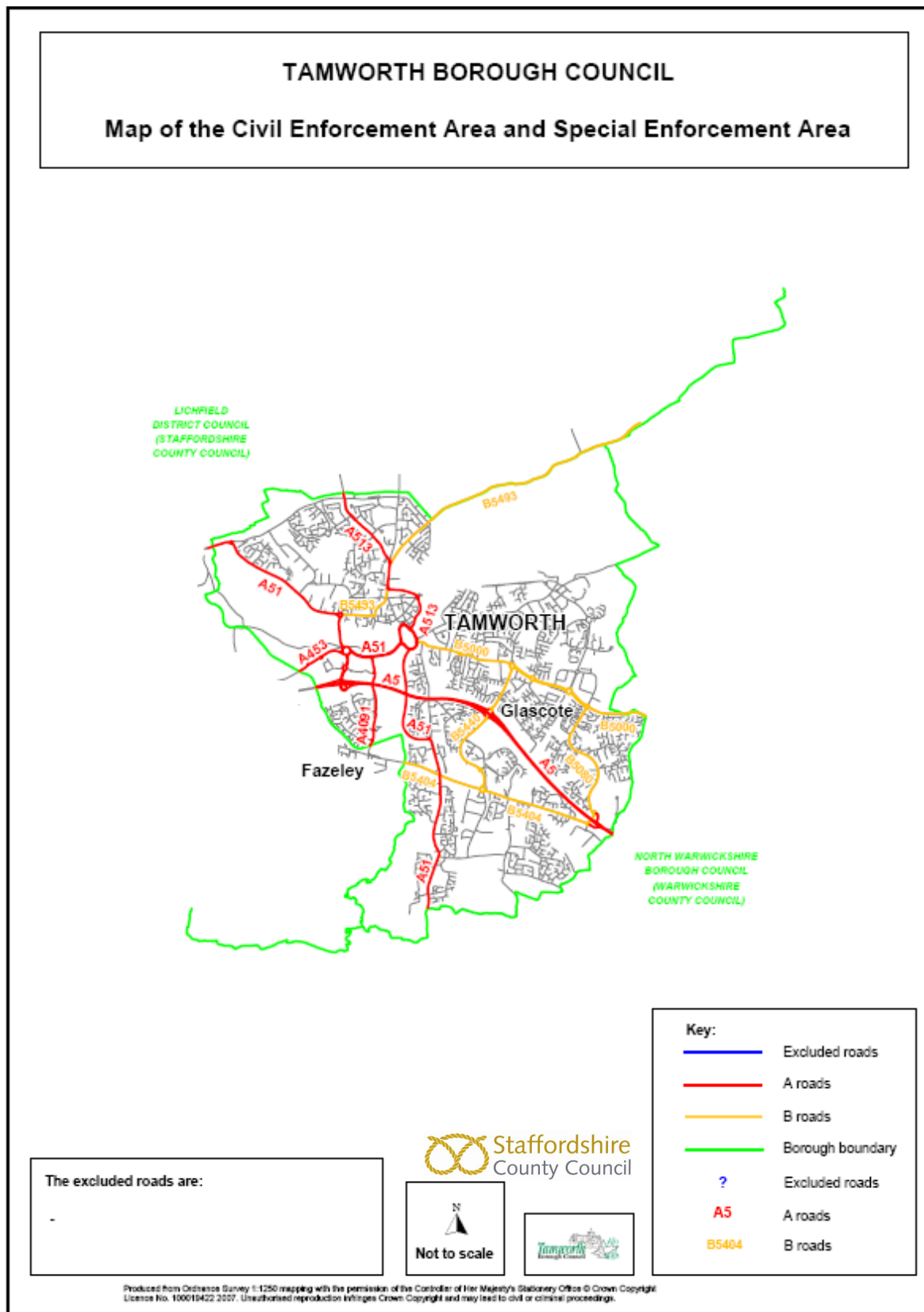
South Staffordshire



Cannock Chase



Tamworth Borough



APPENDIX B – HIERARCHY OF PARKING ENFORCEMENT PRIORITIES

Highway Safety			
Preventing dangers due to parking:	Near Accident locations such as junctions.	PRIORITY HIGH	Mainly enforcement of single and double yellow line restrictions and loading restrictions at or close to junctions and bends particularly where visibility is poor to minimise dangers to moving traffic, pedestrians and other road users.
	Near Pedestrian Crossings	PRIORITY HIGH	Mainly preventing danger to pedestrians at crossing places. (This does not include the offence of stopping on white zigzag markings, which remains a police enforcement function.)
	Dangerous or double parking	PRIORITY HIGH	Mainly where drivers are parked on the carriageway but in a manner that is likely to cause a hazard to other drivers and road users.
	On Pedestrian Footways	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions and loading restrictions where drivers are using the footway causing obstruction and hazard to pedestrians, wheelchair and pushchair users. This also applies where there are no yellow line restrictions in the Traffic Regulation Orders.
Aid to Movement			
Preventing obstruction and congestion on:	Main access roads into Staffordshire (Principal Roads).	PRIORITY HIGH	Mainly enforcement of single and double yellow line restrictions and loading restrictions to enable traffic to flow freely and not be hindered by parked vehicles.
	Town Centre shopping streets	PRIORITY HIGH	Mainly enforcement of double yellow line restrictions and loading restrictions to enable essential traffic to access the town centre and not be hindered by illegally parked vehicles.
	Public Transport routes	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions and loading restrictions to enable bus traffic to flow freely and not be hindered by illegally parked vehicles.
	Main traffic routes within Staffordshire (Non-principal Roads)	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions and loading restrictions to enable traffic to flow freely and not be hindered by illegally parked vehicles.



	Other busy streets (Access Roads to Residential Areas/Local Shopping Parades)	PRIORITY LOW	Mainly enforcement of single and double yellow line restrictions to enable traffic to flow freely and not be hindered by illegally parked vehicles.
Obstruction & Nuisance			
Preventing hindrance to road users at:	Bus stops	PRIORITY HIGH	Enforcement of No Stopping Except Buses restriction in marked Bus Stop locations (where there is a wide yellow line marking) to prevent obstruction of bus stops.
	Vehicle accesses	PRIORITY HIGH	Mainly prevention of obstruction to private driveways that have yellow line restrictions. This is particularly important where residents are in the process of trying to enter or exit their premises. Dealing with obstruction of driveways without yellow line restrictions will be still be a police function.*
	Pedestrian access routes	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions where numbers of pedestrians are walking, such as shopping areas and pedestrian prioritised streets.
	Taxi Ranks	PRIORITY MEDIUM	Mainly enforcement of single and double yellow line restrictions at Taxi Ranks to prevent obstruction.
	Grass verges	PRIORITY LOW	Mainly enforcement of single and double yellow line restrictions where drivers are using the grass verge and causing damage. This does not apply where there are no yellow lines.
	Special entertainment events	PRIORITY LOW	This is primarily where large events such as football or firework displays cause short term visitors to park vehicles in side/residential streets contravention of waiting restrictions, excluding temporary No Waiting cones placed at such events, which is still a police function.
Deliveries & Servicing			
Control and enable the conveyance of goods at:	Servicing yards	PRIORITY MEDIUM	Enforcement of single and double yellow line restrictions to enable effective use and access to service yards.
	Permitted loading areas	PRIORITY MEDIUM	Enforcement of single and double yellow line restrictions to enable effective use and access to loading bays.



Parking Bays			
Control effective use of permitted parking areas in:	Borough / District Council Car parks	PRIORITY MEDIUM	Issue PCN for infringement of car park Orders
	On-street Pay & Display	PRIORITY MEDIUM	Issue PCN for infringement of on street parking Orders
	Disabled Badge Holder Bays	PRIORITY MEDIUM	Enforce infringement of on street disabled only parking places where there is time a restriction and where vehicle is not displaying a blue Disabled Driver Badge
	Residents parking	PRIORITY MEDIUM	Enforce infringement of on street residents parking places where a vehicle is not displaying a current residents parking or visitor badge for the appropriate Zone.
	Limited waiting	PRIORITY LOW	Enforce infringement of on street parking Orders where there is no fee but parking is time restricted.





Clear Streets

tackling illegal parking

For more information please contact:

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