



Derby City Council

Parking Annual Report

2016/17



Derby City Council

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Foreword

Introduction by Councillor Afzal

Welcome to the Parking Services fifth Annual Report.

2016/17 has been a challenging year for the Council but we have managed to not increase the parking tariffs despite the pressures placed on the Council's funding.

ParkSafe Car Park on Bold Lane remains one of the top ten safest places in the world and continues to be one of our most popular car parks with usage increasing by 4.3%. As the Cabinet Member for Neighbourhoods & Public Protection, the Council are now looking to improve the security of our other multi-storey car parks, Assembly Rooms and Chapel Street, to help to make them safer for our customers.

Parking in contravention of restrictions on the street is policed by the Council's Civil Enforcement Officers however, the Police have been happy to support the Officers by undertaking joint initiatives in specific locations of the City where continuous parking problems occur. We have parking restrictions to protect not only other road users, but pedestrians as well, and I welcome the support of the Derbyshire Police in this matter and hope that through working together we can all be more considerate to each other and keep Derby moving.



Councillor Asaf Afzal
Cabinet Member for Neighbourhoods & Public Protection
Derby City Council

Our aim is to achieve best practice in all aspects of our work and have a parking service:

that meets customer expectations in providing efficient, effective and fair traffic regulation and parking services, by providing sufficient and appropriate parking opportunities while providing all of the regulatory processes that ensure any indiscriminate behaviour does not impact upon the needs of other Highway users.

Chapter 1

About Derby

Derby is the UK's most central city and has a population of 246,900 with around 180 nationalities and covers an area of around 30 square miles. There is a fantastic and diverse mixture of arts, entertainment and cultures on offer and with its historical connections, there is always something to appeal to all tastes.



Derby was officially declared a city in 1977 by Queen Elizabeth II and became a unitary authority in 1997. It is rich in industrial heritage and boasts the UNESCO Derwent Valley Mills World Heritage Site, which stretches 15 miles along the River Derwent from Derby to Matlock Bath.

The economy of Derby has traditionally been based around manufacturing and engineering. The city has successfully transformed its traditional manufacturing capabilities into a high-skilled economy that competes on a global scale – especially in the technological and engineering industries with rail and aerospace being the city's main industrial powers.

It's made up of three national political wards – Mid Derbyshire, Derby North and Derby South. The city is divided into 17 local election wards from Spondon and Oakwood in the north of the city to Chellaston and Boulton in the south.

The city has a wealth of cultural and leisure facilities, with over 800 hectares of municipal parks, including Arboretum Park – the first public park in Britain. It is also within easy reach of the spectacular countryside of the Peak District and the Derbyshire Dales.

Derby's City Centre is developing as an important shopping destination and attracts over 25 million shoppers every year. The Intu shopping centre has around 190 stores and a multi-screen cinema and the Cathedral Quarter has a wide range of small, independent retailers that caters for every need.



Derby's state of the art newly redeveloped Council House has won the Gold Award in the Local Authorities in England Category of the 'Green Awards for Built Environment and Architectural Heritage.

Due to Derby's central location in the country and the amazing amount of things to do in and around the city, the need to provide a wide choice of parking solutions is paramount and this is something Parking Services strive to achieve.

Chapter 1

Derby City Profile

Parking provision and its management is a key part of Derby's Local Transport Plan, LTP3 (2011-2026). Our aim is to provide people living and working within Derby with viable travel choices and effective and sustainable transport networks.



Our Parking policy aims to:-

- Support wider policies and strategies for achieving sustainable development, integrated land use and transport planning, environmental management, social inclusion, economic prosperity and regeneration;
- Have parking provision that closely matches demand, where this is appropriate i.e. short stay parking in the City Centre; and control parking space supply and type to encourage use of alternative forms of transport, rather than private car/single car occupancy trips, thereby helping to control congestion levels.

It is also necessary to ensure that through our parking policy we:-

- Ensure a clear parking enforcement strategy is maintained and disseminated which will allow the Council to deal with parking issues consistently, as well as ensuring an efficient and effective enforcement function;
- Disseminate information regarding consistent and clear policies for the different types of parking permits and priority users;
- Continue to improve data collection and management, to establish a clearer understanding of supply and demand issues, at both the City Centre and local area level. This will allow changes to be made after adequate review against observed parking patterns of demand;
- Regularly review availability and pricing of both on and off street parking places
- Continue to review all traffic regulation orders to ensure they are valid and meaningful

Parking controls are essential to keep traffic moving and improve road safety, whilst providing the necessary access for residents, businesses and visitors.

Chapter 2

Parking in Derby

On-street parking

Derby City Centre has a pay and display parking system. Charges have to be paid on many streets within the city and apply every day, including Bank Holidays.

Motorcycles

Motorcycles can park free up to the maximum stay that applies in the pay and display marked bays.

Residents

If you live on one of the streets affected by the pay and display charging, it is likely that you qualify for a residents parking permit.

Park and Ride

As an alternative to City Centre parking, Park and Ride services operate from:-

- **Pride Park, off the A52 and A6, next to the football stadium.** Regular buses run every 10 minutes from 7am to 7pm, Monday to Saturday. Pride Park and Ride does not operate on Saturdays when Derby County are playing at home.
- **The Meteor Centre off the A608 Mansfield Road.** Monday to Friday — 7.30am to 6pm every 15 minutes, Saturday — 8.30am to 6pm, every 10 minutes.

Blue Badge holder (Disabled) parking

Blue Badge holders can park for **free for up to 3 hours**:-

- In dedicated on-street parking spaces
- On double yellow lines except where loading restrictions apply

And free unlimited parking:-

- In areas covered by on-street charging and limited waiting
- In areas covered by residents-only parking schemes

Parking charges apply in all Council owned car parks, to disabled badges holders. Discount parking is available. Please enquire at the Council House or telephone 0333 2006981.

The 'Parking in Derby' Leaflet gives details of the parking spaces, charges and operational hours for parking within the City Centre. The 'Parking in Derby' map is on the DCC website at: www.derby.gov.uk/transport-and-streets/parking/car-parks-council/#page-downloads

The leaflet is updated annually to reflect changes that take place.

We provide a range of car parks in the heart of the City Centre including the award winning Parksafe car park which provides the ultimate security to give the public a variety of parking options.

Total number of public parking spaces managed by Derby City Council	
On street Pay and Display spaces	1433
Limited Waiting	399
Residents Parking Zones (Permit Holders Only)	approx. 4238
Car Parks	1938

Chapter 2

Parksafe Derby

Located in the Cathedral Quarter area of Derby, our 315 space car park has been called the 'Safest Car Park in the World', Parksafe has a World-wide reputation for safety and customer comfort and our unique service has won us numerous industry accolades and awards.

The customer-friendly features of the car park include:

- Extra-wide parking bays (one and a half normal parking bay widths)
- a cutting edge security system with guaranteed security
- state-of-the-art 'smart card' tickets which removes paper waste
- innovative payment machines (with video communications link to control room)
- stylish modernised toilet facilities with baby changing facilities
- customer rest area with coffee machine
- a customer-friendly control room
- subtle background music
- umbrellas for customer use in inclement weather
- flexible bollards throughout
- helpful 'free-bay' indicators to guide customers to empty parking spaces
- There have been no thefts of, or from, a vehicle since the system was introduced in 1998



Chapter 2

Residents' Parking Schemes (Permit Holders Only)

Residents Parking Schemes are implemented in order to address concerns raised by residents about not being able to park within the vicinity of their homes. This can be because they are excluded from parking by long stay commuter parking or hospital/shopper parking.

Parking Services work closely with local Neighbourhood Boards to identify possible future schemes. The Boards can include representatives from residents, other stakeholders and the emergency services and provide a valuable local input to schemes, such as new residents parking zones.

The following Zones have downloadable **residential parking** leaflets on the Council's website:

- Zone 1 - Hartington Street area
- Zone 2 - Drewry Lane area
- Zone 3 - Larges Street area
- Zone 4 - Liversage area
- Zone 5 - Harcourt area
- Zone 6 - Kings Drive area
- Zone 7 - Renals area
- Zone 8 - Twyford area
- Zone 9 - Arboretum area
- Zone 10 - Markeaton area
- Zone 11 - Broadway area
- Zone 12 - Amber area
- Zone 13 - Osmaston Road
- Zone 14 - St Albans Rd and Albany Rd Area South
- Zone 14 - St Albans Rd and Albany Rd Area North
- Zone 15 - Mundy Street area
- Zone 16 - Castleward area
- Zone 17 - Chestnut Avenue area
- Zone 18 - Manor Park Way
- Zone 19 - Chester Green South area
- Zone 20 - Chester Green North area
- Zone 21 - Chester Green East area
- Zone 22 - Uttoxeter New Road
- Zone 23 - Maxwell Avenue area
- Zone 24 - Kedleston Road Service Road South area
- Zone 25 - Crompton Street area
- Zone 26 - Mount Street

Permits

There are a range of different permits available which address the various needs of customers. We continue to make improvements to the permit system and these have included:-

- Redesigning the visitor permits to be scratch cards with more information pre-printed to reduce errors in the completion of the cards
- Customer Services taking over the issuing of permits, and with the move to the new Council House, thereby providing one point of contact with new options of paying through Payment Kiosks
- CEOs taking an educational and not a punitive approach with relation to permits giving advice to drivers rather than issue a PCN.
- Consideration is being given to simplifying the way in which customers obtain permits

Various different types of parking permits are available:

- Residents Annual Permit—See Appendix 1 for type
- Resident Visitor permits (Daily scratch card)
- Businesses Annual Permits
- Businesses Visitor Permits (Daily Scratch card)
- Carers Permits (available to residents requiring regular carer services)
- NHS Permits
- Police Permits

Chapter 2

Customer Service

Arrangements for customers contacting the Parking Services section

There are a number of ways that customers can contact the Council about parking issues. These are:-

Enquiries

- You can report any parking problems, including resident permit misuse using the online form at <https://secure.derby.gov.uk/forms/?formid=196>
- Streetpride Hotline number available during the working day: 0333 200 6981
- Minicom number for enquiries: 01332 640666
- Streetpride Reception at the Council House, Corporation Street in the City Centre. This is open throughout the working week to deal with all parking enquiries, including applying for new permits and payments of Penalty Charge Notices (PCNs) as part of a dedicated Council one stop customer service. Monday to Friday: 8.30am to 3.00pm.
- In the multi-storey car parks there are CCTV operators available to deal with issues by pressing the 'help' button on any of the machines in the car parks
- There is also the very visible presence of CEOs on street. Contact can be made with the CEOs during their street patrols and, where necessary, issues can be passed on to other officers in Parking Services.
- Blue Badge misuse form <https://secure.derby.gov.uk/forms/?formid=341>

Payments

- Automated payment line and web based payment system set up for PCN payments, both are available 24 hours a day, seven days a week;
- Online at www.derby.gov.uk/pay-it/
- By telephone on 0345 6001982
- In person at Derby City Council, Council House, Corporation Street, Derby DE1 2FS

Freedom of Information

A list of most requested information under the Freedom of Information Act with regards to parking related questions and statistics is included on the Council's website at www.derby.gov.uk/transport-and-streets/parking/faq-ps-data/ and this is updated on a regular basis.



Chapter 3

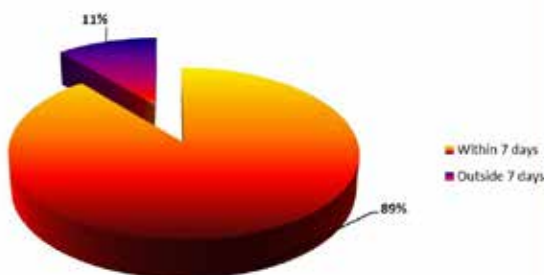
Parking Administration

Informal Representations (challenges)

Under the Traffic Management Act 2004, a motorist who has received a PCN has the ability to pay the PCN at a 50% discounted amount providing it is paid within 14 days from the date the PCN was issued or they can submit a 'challenge' (also called an informal representation) to the Council if they do not believe they should have been given a PCN.

When we receive a challenge, the case will go on hold until a decision is made and the motorist is informed whether they need to pay or not. If the challenge is rejected the motorist will be offered the reduced payment again at this point.

Pre Notice to Owner response times 2016/17



Formal Representations

If a Penalty Charge Notice remains unpaid and a Notice to Owner has been sent to the registered keeper of a vehicle, that person can then send in a 'formal representation' based on specific grounds:

- The alleged contravention did not occur
- The recipient was never the owner of the vehicle in question or had ceased to be its owner before the date on which the alleged contravention occurred, or became the owner after that date

- The vehicle had been permitted to remain at rest in the place in question by a person who was in control of the vehicle without the consent of the owner.
- The recipient is a vehicle hire firm
- The penalty charge exceeded the amount in the circumstances of the case
- There had been a procedural impropriety on the part of the enforcement authority
- The Traffic Regulation Order which it is alleged to have been contravened in relation to the vehicle concerned is invalid.

The Council must consider representations made on any grounds provided they are made within 28 days of the date of the Notice to Owner being served. The Council must then respond within 56 days.

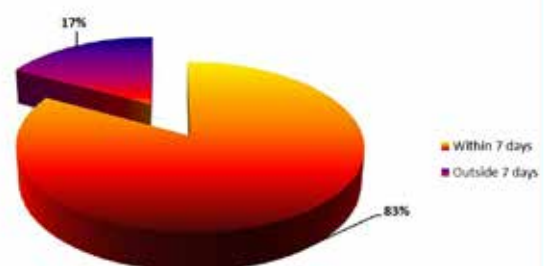
If the representation is rejected the registered keeper will be given the opportunity to appeal to an independent adjudicator.

Response time to challenges and representations

The Council aim to respond to letters within 10 days. However Parking Services have received 18,426 challenges to PCNs in 2016/17.

The chart below shows response times to those challenges, anything over 7 days is generally due to awaiting further information.

Post Notice to Owner response times 2016/17



Chapter 3

Bus Stop Enforcement using fixed CCTV Cameras

The Council spends significant funds on improving facilities at bus stops to ensure that all passengers, particularly those with reduced mobility or with pushchairs and prams, can board or alight from buses more easily.

Indiscriminate parking undermines the access improvements that are undertaken and lessens the attractiveness of buses as a sustainable method of transport.

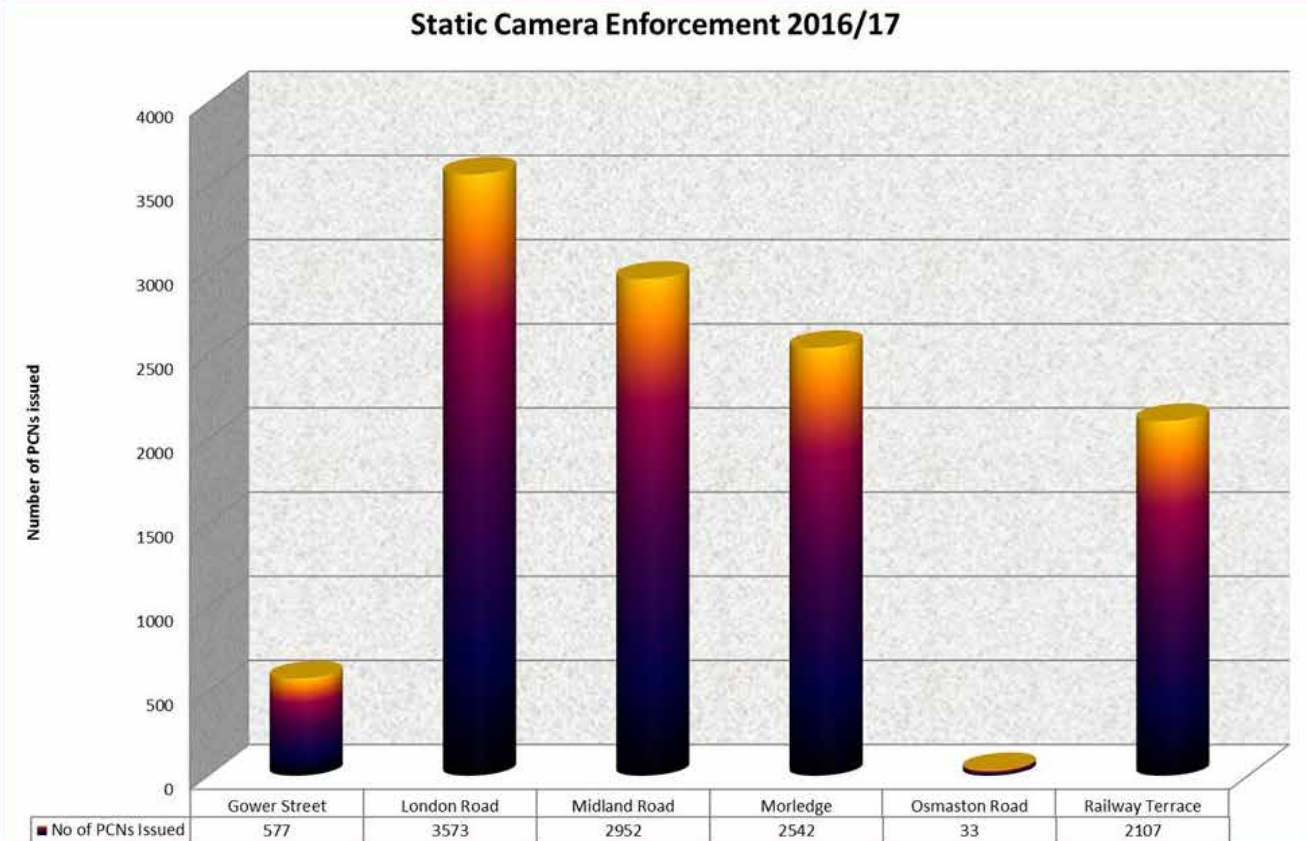
For this reason the Council feels the need to send a clear message to road users and purposefully introduces a clearway restriction to accompany many bus stop facilities. A clearway is more restrictive than a more common waiting restriction and means that parking is not permitted by Blue Badge holders nor by those loading or unloading goods or picking up or setting down passengers (except buses of course!).

Prior to the use of the CCTV camera to enforce the clearway restriction, the Council ensures that the restriction is clearly signed and marked and will issue warning notices to vehicles that are parked in contravention of the restriction for a number of weeks.

Locations of fixed cameras at bus stops currently are:

- Railway Terrace (outside the Train Station)
- Morledge (outside the Courts)
- Midland Road (opposite the Post Office)
- London Road (opposite the Intu Centre).

Static Camera Enforcement 2016/17



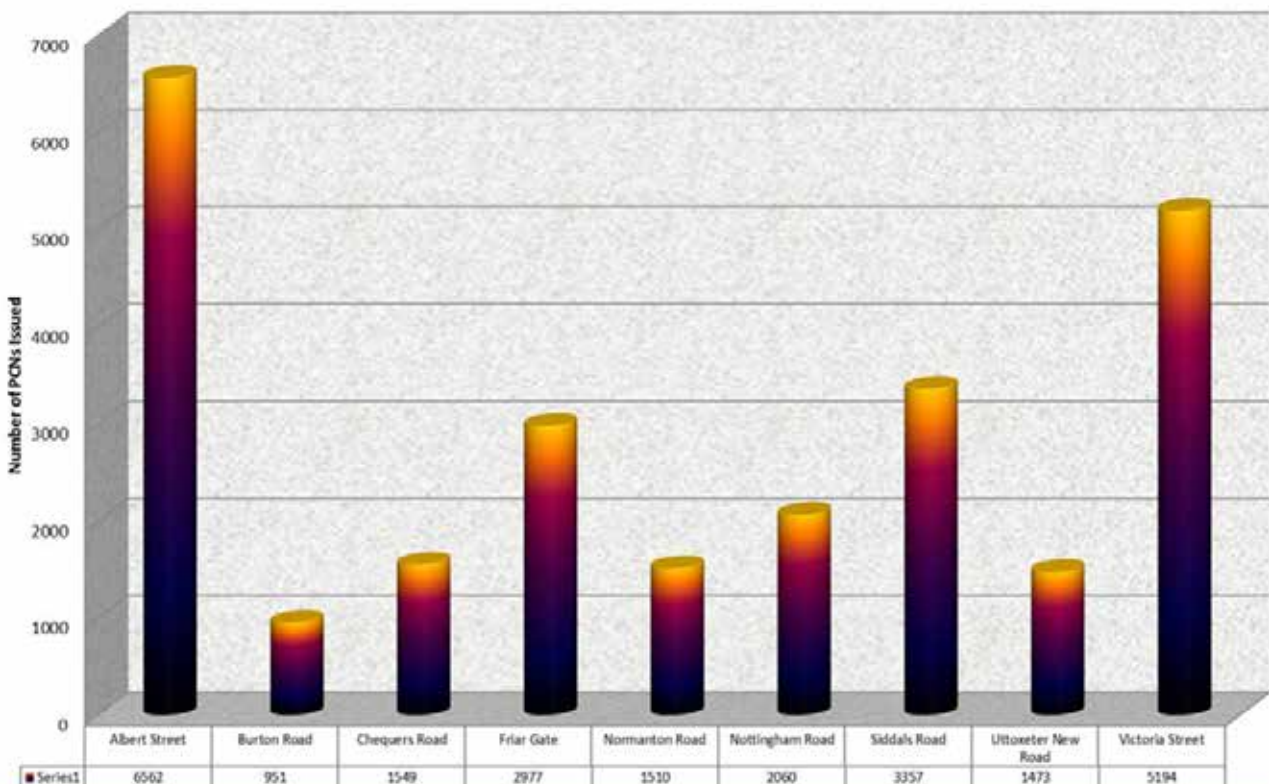
Chapter 3

Bus Lanes/Bus Only Streets using fixed CCTV Cameras

The Council is clear that buses/taxis contribute to sustainable means of transport. This is why bus lanes/bus only streets are introduced, which may be used by Hackney carriages (taxis) where signs indicate, to encourage the use of public transport by increasing its reliability and punctuality. This aim is diminished where unauthorised vehicle use bus lanes or bus only streets. Hence the Council has erected fixed CCTV cameras to assist with enforcement at the following locations:-

- Nottingham Road — Bus lane at the approach to the Pentagon roundabout
- Friar Gate — Bus only street near the junction of Bridge Street
- Siddals Road — Bus only street leading to Traffic Street
- Albert Street — Bus only street from junction with Morledge/Corporation St
- Victoria Street — Bus only street from junction with the Strand/St James St
- Chequers Road — Bus only street
- Normanton Road — Bus lane at approach to traffic island at Lara Croft Way.

Bus Lane Contraventions 2016-17



Chapter 3

School restriction enforcement using mobile CCTV camera

The Council is committed to tackling inconsiderate and dangerous parking. We are also committed to improving safety outside schools and increasing the reliability of public transport.

That's why, since November 2013, we have used a 'camera car' with a roof-mounted CCTV camera, to enforce regulations around:

- vehicles parking and dropping off in the 'keep clear' areas outside 25 Derby schools
- vehicles entering and stopping in bus stop clearways – bus stops marked with a broad yellow line against the kerb.

Camera enforcement at schools

The purpose of the school crossing is to provide a safe point for children to cross the road. However, as more and more parents drive their children to school, parking on the school crossing markings had become a problem outside many schools.

Drivers may be fined if they stop on the 'school keep clear' markings between 8.15am and 9.15am, and between 3.00pm and 4.00pm, Monday to Friday:

The penalty for stopping on a school 'keep clear' marking is £70, reduced to £35 if paid within 21 days.

The list of schools where cameral enforcement takes place can be found on our website.

www.derby.gov.uk/transport-and-streets/parking/schools-bus-lanes-enforcement/

There were 318 PCNs issued using the CCTV car during 2016/17 of which 170 were issued outside schools.

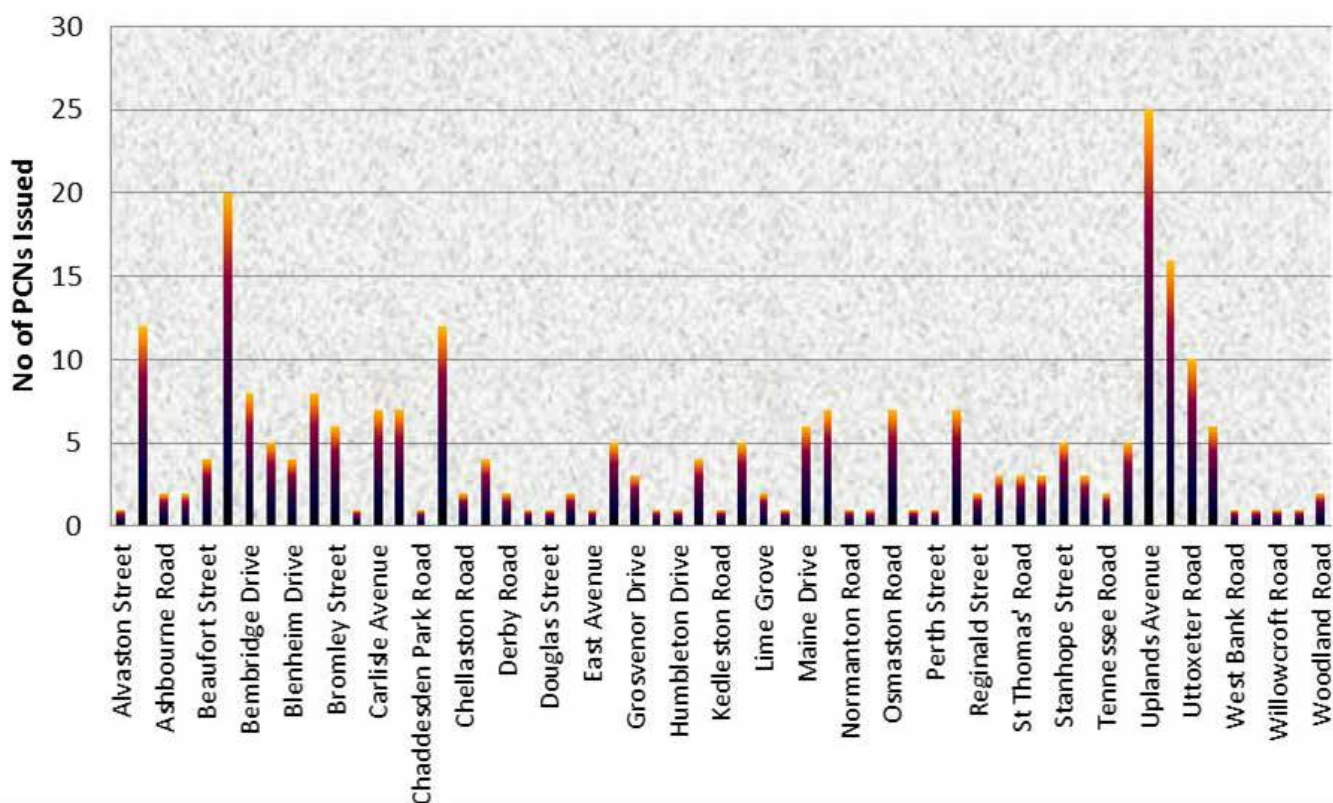
The new camera car has allowed us to enforce parking offences without the need to position officers in the street. We have been able to detect offences in areas where it is too dangerous or difficult to position officers, and where enforcement would be particularly time consuming and resource intensive. It has also given us more flexibility to respond to demands from the public for action to be taken.

These TROs prohibit drivers from stopping or parking in the 'keep clear' areas during certain times in the morning and afternoon. We believe the use of the camera car has made a big difference in how we enforce these regulations and therefore help the safety of children crossing at the location.



Chapter 3

Camera Car Issues 2016/17



Chapter 3

City Centre Prohibition of Footway Parking



In August 2015, Derby introduced its first footway parking ban in the city centre to improve pedestrian safety. The extent of the restriction is bound by the inner ring road, with signs at each entry and exit point. Consultation was undertaken as part of the Traffic Regulation Order (TRO) process prior to its introduction.



The footway ban does not permit any parking on the footway except in exceptional circumstances such as in an emergency or works being undertaken by statutory undertakers or the Highway Authority where the vehicle is required for the works and cannot be practically parked elsewhere.

Parking for the purpose of loading and unloading is not permitted.

In 2016/17 416 PCNs have been issued to vehicles parked on the footway (code 62). Feedback from key stakeholders and members of the public has been positive. A spokesperson for The Guide Dogs for the Blind Association stated that the restriction had made an instant impact in reducing footway parking. They are currently campaigning for other cities to follow Derby's stance on footway parking.

Since the introduction of the footway parking ban, officer observations suggest that there has been a reduction in footway parking in the city centre, particularly on the Morledge and outside the Cathedral. Additionally, the problem of vehicles parking behind bus stop clearways and the controlled areas of zigzags has been eradicated. The ban has removed the need for physical barriers such as bollards to control footway parking, which are detrimental to partially sighted pedestrians, increase street clutter and are a maintenance burden to the Council.



Chapter 4

Traffic Penalty Tribunal

The Traffic Penalty Tribunal provides impartial, independent adjudicators who can consider appeals against penalties issued for parking and bus lane contraventions.

If the Council rejects a representation the keeper of the vehicle has the right to appeal to an Adjudicator within 28 days of the date of service of the Notice of Rejection. The Adjudicator has to consider an appeal providing it is made within the 28 days.

If the Adjudicator allows the appeal, they direct the Council to cancel the PCN which the Council must comply with without any delay.

The Adjudicator's decision is final, subject to any request to review the decision and no further challenges can be made other than on a point of law through an application to the High Court for a judicial review.

For full information about the PCN appeal procedure you can visit the Tribunal's website at:- www.trafficpenaltytribunal.gov.uk

In 2016/17, 187 cases were appealed by drivers to the Traffic Penalty Tribunal.

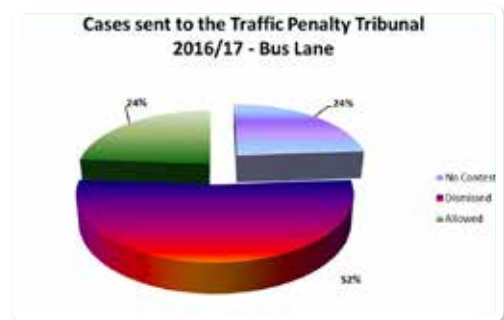
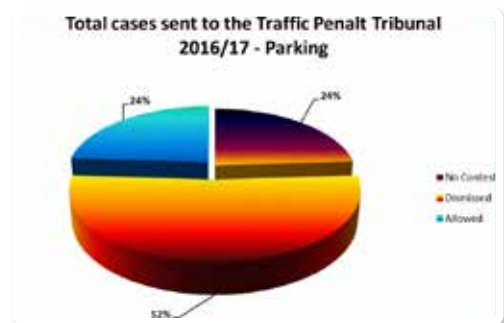
Of the parking cases :

- 24 were not contested,
- 52 appeals were dismissed
- 24 appeals allowed

Of the bus lane cases:

- 21 were not contested
- 45 appeals were dismissed
- 21 appeals were allowed

The following charts show the percentage of cases that went to the Tribunal in 2016/17 the percentage of cases that were dismissed, and percentage allowed and not contested.



Cases were not contested due to the following reasons:-

- CEO errors
- Valid ticket provided at appeal stage
- Evidence of sale of vehicle provided at appeal stage
- DCC accepted appeal submission
- Machine faults found
- Sign missing

The directions and decisions of the tribunal are very useful to the Motorist and the Council and it's enforcement approach. The administration of the PCN is adapted on a continuous basis taking in account the lessons learned.

Chapter 4

A new online portal to help motorists appeal against Penalty Charge Notices issued by local authorities outside London went live in Derby in September 2016. The new appeal system reduces the time taken to process appeals, streamlines our communication with appellants and cuts the cost of administration.

It enables drivers to appeal the fines via smartphones, tablets, laptops or PCs. They can also upload videos and photographic evidence.

Despite the number of PCNs issued decreasing by almost 1% compared to the previous financial year, appeals to the Traffic Penalty Tribunal have increased by 24%.

We have included some common appeals made to adjudication where the Adjudicator has provided useful advice:

The Appellant stated that they were a stranger to Derby and were unaware of the bus lane

The Adjudicator stated that :- ‘I am satisfied that there was sufficient signage in place to alert a driver unfamiliar with the area who was driving with care and attention’

The appellant stated that he only stopped at the bus stop to drop off a passenger and no buses were using the lay by at the time

The Adjudicator has stated that:- ‘The Highway Code instructs motorists not to stop at a bus stop (rule 243). The fact that no buses were using the lay by so no obstruction was caused does not alter the fact that a contravention occurred. The prohibition is simply on stopping in the clearway so there need be no obstruction to give rise to a contravention of that prohibition.’

The Appellant provided mitigating circumstances as to why they had parked on a parking restriction

The Adjudicator stated that :- ‘The Council are obliged, under the regulations, to consider representations made and to take them into account in deciding to proceed with enforcement of the PCN. Whilst the Council have said in this instance that they had considered the representations given, it is not sufficient for them to merely say they have done so. The reasons given for rejecting them must demonstrate that they have in fact done so. Therefore in this instance I find they have not given which constitutes a procedural impropriety on behalf of the Council’

When the Appellant states he was unloading his vehicle to his premises but the process took longer as he had to serve customers

The Adjudicator stated that :- ‘The Traffic Regulation Order defines the extent of the exemption for loading/unloading vehicles—the exemption shall only apply so far as is necessary to enable loading/unloading of goods where such is being carried out in an expeditious and reasonable manner and for no other purposes whatsoever...as the Appellant admits to serving customers which interrupted the loading/unloading process, this goes beyond the exemption’

The Appellant was lost and was following his satellite navigation system which led him through the bus lane

The Adjudicator stated that :- ‘There are ample signs and markings in place to give adequate information about the existence of the bus lane to a motorist. The fact the Appellant was relying on his sat nav system is not a sufficiently compelling reason to cancel the PCN.’

Chapter 5

Planning for 2017/18

Proposals for the introduction of cashless parking.

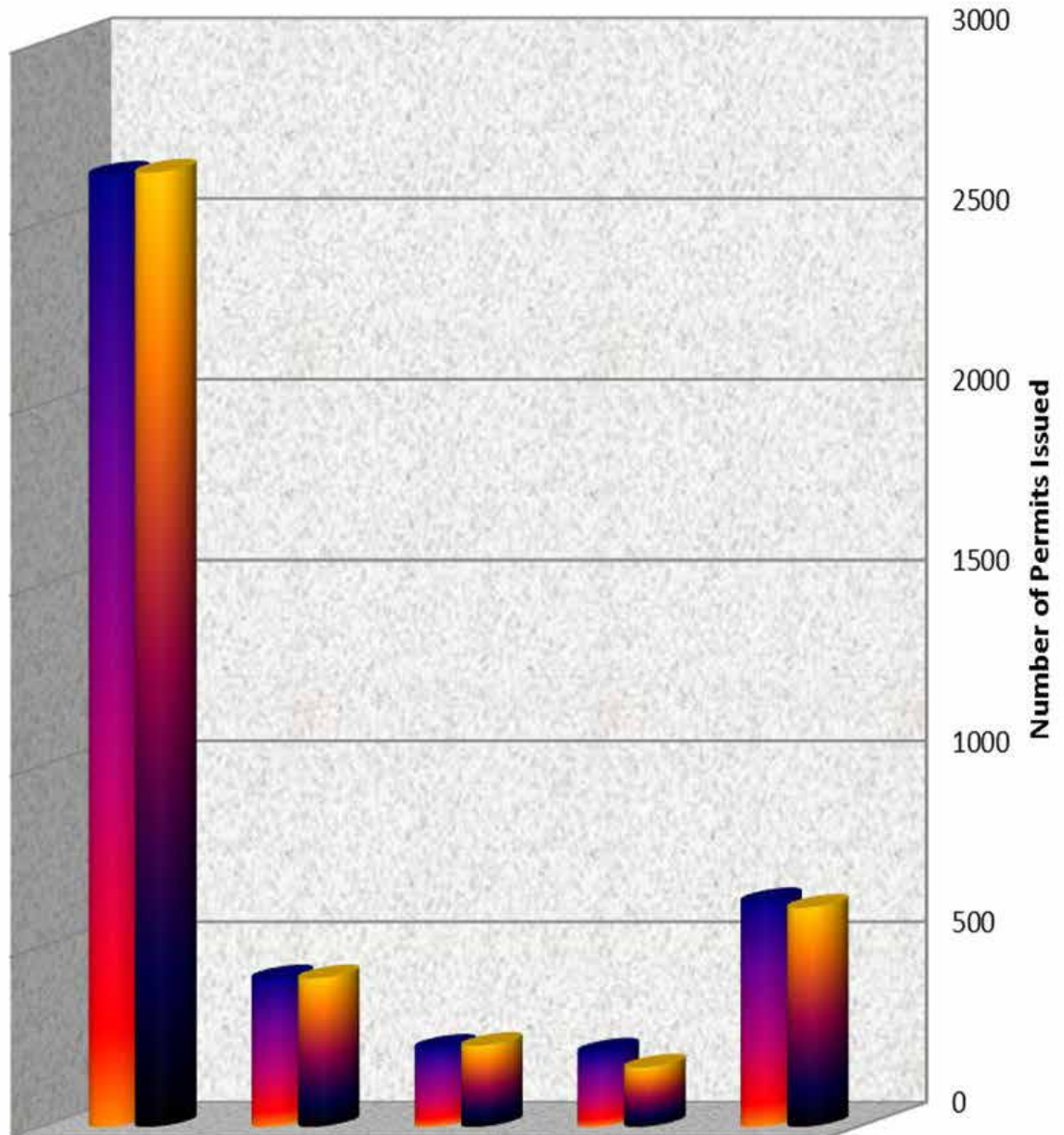
The Council are proposing to introduce the ability for customers to pay for parking by phone for existing on street pay and display parking and Council owned surface car parks. There are many benefits to the introduction of such a systems such:-

- Allows customers who do not have sufficient change for the pay and display machines to purchase the time they want to park
- Customers can 'top up' their time if required
- Reduces the chance of customers receiving Penalty Charge Notices for any possible delays that might occur due to top up ability
- Assists disabled people as there will be no need to go to a pay and display machine
- Efficiency savings to the Council, in cash counting, collections from the machines and maintenance of machines
- Reduces carbon footprints due to reduction paper/ticket usage
- Reduce the amount of street clutter i.e. pay and display machines on street.



Appendix 1

Parking Permits issues 2015/16 - 2016/17



	Resident Permit Holder Only	Resident Pay and Display	Resident Limited Waiting	Season Ticket Off Street	Season Ticket On Street
■ 2015/16	2634	411	219	208	624
■ 2016/17	2640	411	224	164	606

Appendix 2

Penalty Charge Notices Issued — Payment and Cancellation

	1 April 2016 - 31 March 2017			1 April 2015 - 31 March 2016		
	Total PCNs	On Street	Off Street	Total PCNs	On Street	Off Street
Total number of PCNs	62,808	60,337	2,471	63,391	60,832	2,559
Number of higher level PCNs issued	30,931	30,891	40	29,667	29,609	58
Number of lower level PCNs issued	6,030	3,599	2,431	6,370	3,871	2,499
Postal PCNs (VDAs)	52	52	0	59	57	2
Bus Lane PCNs	25,795	25,795	0	27,295	27,295	0
Number of PCNs paid	48,257	46,788	1,469	48,947	47,367	1,580
Number of PCNs paid at discount rate	42,667	41,412	1,255	42,450	41,136	1,314

Number of PCNs against which an informal/formal representation was made		
	Notices issued on street	Notices issued off street
All Challenges, On and Off Street	17689	737
Number of PCNs cancelled as a result of informal/formal representations	4,544	132
Number of PCNs cancelled for other reasons (driver untraceable, voided at issue, foreign vehicle etc)	2,322	49

Appendix 3

Penalty Charge Notices Issued by Contravention

			2016/17	2015/16	
Code	Contravention Description For full details description details please refer to the Council's website	Differential Charging Level - Lower is £50/£25 Higher is £70/£35	PCNs issued	PCNs issued	Annual Change
01	Parked in a restricted street	Higher	4446	4513	-67
02	Loading in a restricted street	Higher	280	375	-95
04	Parked in a metred bay		0	4	-4
05	Parked after payment expired	Lower	2648	2980	-332
12	Parked in a residents place with no permit or P&D ticket displayed	Higher	5605	5658	-53
16	Parked in a permit space with no permit	Higher	5671	4726	945
19	Parked in a residents place with invalid permit or P&D ticket	Lower	225	198	27
22	Re-parked in the same place	Lower	1	4	-3
23	Parked in a place not designated for that clas of vehicle	Higher	2	2	0
25	Parked in a loading place	Higher	481	521	-40
27	Parked adjacent to a dropped footway	Higher	82	52	30
30	Parked longer than permitted	Lower	723	689	34
40	Parked in a disabled bay	Higher	1164	1234	-70
42	Police vehicles		0	2	-2
45	Parked in a taxi rank	Higher	137	165	-28
46	Clearway		0	5	-5
47	Parked on a bus stop or stand	Higher	12,433	12,102	331
48	Parked on a school zig zags	Higher	174	146	28
62	Footway Parking	Higher	424	108	316
82	Parked after payment expired	Lower	457	520	-63
83	Parked without clear display of P&D ticket	Lower	1970	1969	1
86	Parked beyond the bay markings	Lower	4	12	-8
87	Parked in disabled bay	Higher	40	50	-10
91	Wrong class of vehicle		0	3	-3
99	Parked on a Pedestrian crossing	Higher	46	46	0
81	Parked in a restricted area	Higher	0	4	-4
85	Parked in a permit bay	Higher	0	6	-6
24	Not parked correctly	Lower	0	2	-2
34J	Being in a bus lane	Higher	25,795	27,295	-1500
Totals			62,808	63,391	

Appendix 4

Parking Account Information

2016/17 - £'000

	Income			Expenditure			
Year	On Street	Off Street	Total	On Street	Off Street	Total	Surplus Income
2016/17	2,326	3,489	5,815	975	1,463	2,438	3,377

Derby City Council

Season Tickets

Car Park Season Tickets

All prices are inclusive of VAT at the standard rate. The prices and conditions below are subject to change.

Abbey Street, Drewry Lane, Darwin Place and Little City Car Parks

Duration	Cost
1 month	£100
3 months	£245
6 months	£440
12 months	£810

(this permit is interchangeable between all these car parks)

Grove Street Car Park

Duration	Cost
12 months	£210

(only a 12 month permit is available for this car park)

Chapel Street Car Park

Duration	Cost
1 month	£105
3 months	£255
6 months	£450
12 months	£830

(this permit is in the form of a plastic card that is used to raise the barrier when entering or leaving the car park)

On Street Season Tickets

All day on street parking available on:-
Bridge Street, Brook Street, Lodge Lane, Willow Row, St Helen's Street, Vernon Street

Duration	Cost
1 month	£30
3 months	£65
6 months	£120
12 months	£210

Railway Station area

Duration	Cost
1 month	£50
3 months	£410
6 months	£260
12 months	£500

Season tickets for the Railway Station area are valid in the following street:-

- Trinity Street
- Canal Street excluding the permit holders only area between Carrington Street and Park Street
- Wellington Street between London Road and Carrington Street
- Hlland Street
- Carrington Street — only between Wellington Street and London Road
- Park Street—only between Wellington Street and Midland Road
- John Street

Please contact us on 0333 200 6981 if you have any questions or need help. The season ticket does not require a vehicle registration mark. This will allow you to display the season ticket in whichever vehicle you need to use.

We can give you this information in any other way, style or language that will help you access it. Please contact us on: 01332 641812
Minicom: 01332 640666

Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku.

Prosimy o kontakt: 01332 641812 Tel. tekstowy: 01332 640666

Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ 01332 641812 ਮਿਨੀਕਮ 01332 640666 ਤੇ ਸੰਪਰਕ ਕਰੋ।

Slovakian

Túto informáciu vám môžeme poskytnúť iným spôsobom, štýlom alebo v inom jazyku, ktorý vám pomôže k jej sprístupneniu. Skontaktujte nás prosím na tel.č.: 01332 641812 Minicom 01332 640666.

Urdu

یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرا
منی کام 01332 640666 پر ہم سے رابطہ کریں۔



Derby City Council