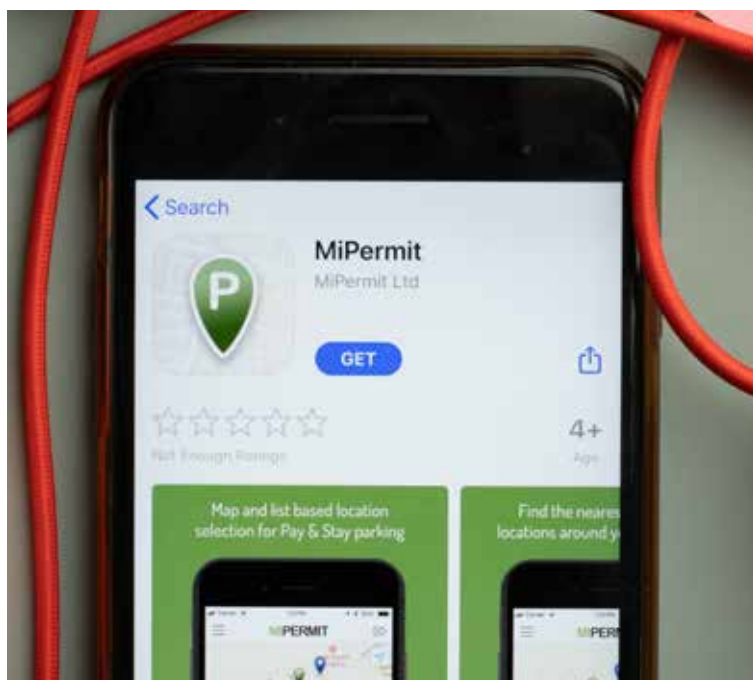


# ANNUAL PARKING REPORT 2022/23.



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# FOREWORD



**Councillor James Asser**

Cabinet Member -  
Environment, Highways and  
Sustainable Transport

September 1, 2022

This annual parking report provides information on the activities of the Newham Parking Service during the financial year 2022/23 and sets out key performance figures and financial data relating to parking enforcement, parking permits, and those initiatives continuing to be implemented during 2022/23 to improve air quality and sustainable transport within the borough.

The Mayor's Air Quality Action Plan published in 2019 continues to be at the forefront of Newham's commitment to introduce innovative initiatives to improve air quality for all its residents, and to this end, the Mayor's action plan underpins almost every initiative implemented by the Parking Enforcement service.

Newham's continuing policy of implementing measures to improve air quality for its residents, visitors and those who work within our boundaries, is delivering significant improvements in air quality especially around locations where Healthy School Streets have been introduced. These improvements are set out in more detail within this report but they are taken as a clear indication that the strategy and aims set out within the Mayor's Air Quality Action are working and can be tangibly identified and reported. However, the exposure to harmful emissions and toxic pollution from high emission vehicles remains a very real threat and to this end Newham remains committed to the roll out of Healthy School Streets, Low Traffic Neighbourhoods and parking charging initiatives which offer incentives to vehicle owners to switch to electric vehicles or those with low emissions.

As advised above the primary initiatives are Healthy School Streets, Low Traffic Neighbourhoods, and the emissions based permit system.

The fully on-line emissions based virtual parking permit system (MiPermit) implemented in January 2021 continues to offer Newham residents and businesses a very efficient and straightforward customer experience when applying for permits online. 24/7 access to their

MiPermit account for both residents & businesses gives the customer total control of their account at any time, without the need to rely on back office support from Council staff. This flexibility is demonstrated in the numbers of permits issued per financial year within Newham with customer services data showing that less than 3% of these transactions have required manual intervention and assistance from the MiPermit support team.

As set out below in 2022/2023, over 85,000 virtual resident and business permits of all durations were applied for online with these being in addition to over 65,000 batches of visitor permit sessions, of all durations, also being applied for in the same financial year. These figures and the very low levels of customer service interventions, are taken by the Council to indicate that the successful implementation of its initiative to move to an on-line digital permit system continues to deliver a far better customer experience for Newham residents & businesses. However, despite this tangible success the Council remains committed to offering in person support at its Libraries and in addition there is a dedicated phone support service which operates between 8am – 6pm Monday – Friday, available on 0345 520 7007.

Newham Council also remains committed to providing as much support as possible for its disabled residents and their parking needs. Further information on this is provided below but Newham is proud to be able to report that as well as recognising and being a full supporter of the Disabled Blue Badge Scheme, it continues to be almost unique among London Authorities in that it also has a free dedicated disabled resident's permit scheme in addition to a carer permit initiative, which remains designed to accommodate the needs of those disabled residents who require care on a regular basis. As the data sets out below in 2022/2023 1861 disabled residents permits and 2008 carer permits were issued to Newham residents.

In addition to those initiatives and policies referred to above, the council continues to have a statutory responsibility to carry out enforcement of illegal parking, keeping bus lanes free and preventing moving traffic contraventions such as stopping in box junctions, making banned turns, and illegal no entries. Historically parking space on the public highway has always been at a premium within Newham as demand always outstrips supply and this issue is not helped by illegal parking which removes the use of valuable parking space by those residents, businesses and

# FOREWORD contd.

visitors who have valid permits and blue badges and as such, it remains a critical objective of the Council to ensure that the enforcement of illegal parking continues to be a very high priority for the Council's Civil Enforcement Officers (CEOs).

Breaches of moving traffic prohibitions such as making banned turns and illegally accessing restricted entries continue to be extremely dangerous for both pedestrians and motorists. For these reasons, CCTV enforcement is also of a high priority for the enforcement service, as does the enforcement of bus lanes and yellow box junctions where breaching the prohibitions in place delay both public transport and commercial journeys, the consequence of which is more traffic congestion and in turn more harmful CO<sub>2</sub> pollution within our boundaries.

Effective enforcement is linked to the efficient management of our parking bays, bus lanes and ensuring that road signs and markings are fully compliant with legislation. This efficient management benefits all residents, businesses and visitors to the borough. It reduces illegal parking, keeps the roads free flowing and improves road safety for pedestrians, cyclists and other drivers. Newham also continues to look at all initiatives within the car pound for creating a more accessible system and ensuring that we are removing older and uncollected vehicles more efficiently.

The continuing key aim of the service remains the delivery of an efficient process that makes our roads work better. We endeavour to create as much viable parking space as possible for residents, improve bus journey times, help commercial journey times, reduce congestion and improve road safety. As advised above, the service uses several methods to achieve this including On-street Civil Enforcement Officers, CCTV cameras and issuing penalty charge notices.

This annual report provides key data on virtual parking permits and performance data relating to enforcement of illegal parking, bus lanes & moving traffic contraventions examples of which are banned turns, and illegal entry in Healthy School Street locations. In addition in 2022/23 the Council responded to 1350 requests from the public to carry out on-street parking enforcement.

Year on year the Council considers that it continues to introduce some key high profile strategies to improve air quality and also improve the customer experience of parking in Newham and to this extent it is considered that the 2022/23 has been a successfully year in achieving the strategies put in place. Newham remains one of the most efficient London Authorities in the area of illegal parking and moving traffic contraventions. All of the above is designed to improve customer service and address the issues that residents raise with us regarding how to deliver their parking needs on our streets, make travel in Newham easier and safer and improve air quality.



# INTRODUCTION TO PARKING SERVICES

Newham remains one of the most diverse boroughs in the country with one of the fastest growing populations and where approximately 50% of households own a vehicle. Our primary aim as a service continues to be the on-going implementation of the Mayors Air Quality Action Plan the overriding aim of which is to provide the residents, visitors and those who work within this borough, with a healthier and safer environment within which to live, work and travel.

Newham has a statutory duty to enforce illegal parking and moving traffic contraventions and this is essential to ensuring that it continues to deliver a level of parking provision and safer driving for the convenience and safety of our residents and to also support business within Newham. Therefore, the requirement to maintain and enforce parking controls is deemed not only a statutory duty but also necessary so that the Parking Service can continue to support the Council in sustaining a safe and efficient traffic flow across Newham, whilst ensuring safe and fair parking for all stakeholders.

The Traffic Management Act 2004 (TMA) remains is the primary, but not the only legislation, used by Newham to enforce illegal parking within its boundaries and this allows its CEOs to enforce illegal parking whenever and wherever it is observed. The aim of the TMA is to provide a consistent set of regulations and procedures throughout England and Wales while allowing parking policies to suit local circumstances. It also seeks to ensure that the system is fair to the motorist and effective in enforcing parking contraventions when they occur.

Our objective remains, through effective enforcement, the promotion of compliance to achieve legal parking and to reduce instances of moving traffic and bus lane contraventions. The primary enforcement tools used by Newham are the deployment of on-street CEOs and CCTV. CEOs are on-street and face-to-face presence intended, through the perceived threat of enforcement, to create parking compliance and in turn reduce illegal parking so as to benefit those who choose to park legally. CEO enforcement relates to but not limited to, the following:

- on-street parking places
- car parks
- yellow lines
- bus stops
- taxi ranks
- commercial vehicles
- loading restrictions
- suspended parking bays
- footways and verges
- double parking
- obstruction of lowered kerbs
- school keep clear restrictions
- disabled parking bays
- Pedestrian crossings and zigzag markings.

This annual report outlines the activities carried out by the London Borough of Newham in the last financial year (2022/23). We will report on data and information relating to the work we do as a service including on-street enforcement, with a comparison against how we have performed in previous years.

This report will also contain data and information that continues to demonstrate that as a parking service, we are striving to provide a high-quality, transparent, unbiased and value-for-money service to our residents and other stakeholders. As per previous such reports we look forward to the 2023/2024 year ahead to continue growing as a service and building on the foundations we have set this year.

As referred to above the primary aim of the Parking Service is to assist in the delivery of the commitments given within the Mayors Air Quality Action plan. As such the service is pleased to note that as part of its strategy to encourage and increase the number of lower or zero emissions vehicles entering the borough, emission charging for visitor permits will be introduced in 2023/24. In effect the lower the vehicle emissions the lower the visitor permit charge will be.

# HEALTHY SCHOOL STREETS

Our Healthy School Streets programme continues to expand with the aim of improving the environment outside Newham schools. The programme encompasses two main principles:

- Objective 1 – **A Healthier and Safer Newham** by delivering residential traffic reduction schemes, safe and healthy (or ‘liveable’) neighbourhood schemes and healthy streets improvements to improve the quality of life and the health of our residents. Enabling increases in levels of active travel and levels of physical activity in our population through educational and behavioural change programmes.

- Objective 2 - **A Greener and More Sustainable Newham.** Reducing the levels of air pollutants associated with transport and improving air quality in Newham, through traffic and congestion reduction and increased sustainable travel.

The council has analysed every school in the borough with preliminary data in order to select new sites that possess the worst traffic issues. The council plans to continue to work with schools and head teachers to combat these issues with the council as a cooperative and coordinated effort.





### Healthy School Streets to Date

The Healthy School Streets are currently implemented under the Experimental Traffic Order process where each site is considered a trial for 18 months before a decision is made to become a permanent fixture within the Newham community. Currently the programme is split into four phases;

- Phase 1 consists 5 permanent schools over four sites,
- Phase 2 encompasses 11 permanent schools over 6 sites
- Phase 3, which includes 5 experimental schools over 5 sites.
- Phase 4 is to include 4 experimental schools across 5 sites

As the programme grows, the council continues to learn from previous challenges to improve how Healthy School Streets are implemented within the community. Outreach with local stakeholders such as religious centers, businesses and other Newham initiatives has allowed us to coordinate successful and effective sites.

In total, we have been able to launch the programme in 21 of the 101 registered schools across Newham. It should be noted that some schools are not fit for the programme because of their site specific circumstances such as location on a major carriageway.



SCHOOL	PHASE
Woodgrange Infant School & Godwin Junior school	<b>PHASE 1</b>
Chobham Academy	
West Ham Church of England School	
Lathom Junior School	
Sheringham Primary & Sheringham Nursery	<b>PHASE 2</b>
Park Primary	
Hartley Primary	
Brampton Primary	
Kay Rowe Nursery	
Southern Road Primary, Plaistow Primary, JFK & Lister Secondary School	<b>PHASE 3</b>
Stratford Academy	
Sandringham Primary	
Kensington Primary	
Dersingham Primary	
Ranelagh Primary	<b>PHASE 4</b>
New City Primary	
Gallions Primary	
Shaftsbury Primary	
Earlham Primary	

# BEFORE AND AFTER DATA

**Air Quality Data** – Newham has invested in multiple types of air quality that allow us to both select schools that suffer from poor air quality and monitor the effects of the scheme on the neighbourhood. One in seven of Newham’s population are exposed to levels of Nitrogen dioxide (NO<sub>2</sub>) that is above the UK limit value for human health. Over the course of the scheme, we have seen the following average reductions outside schools within healthy school streets.

- 29% reduction in NO<sub>2</sub> pollution during school hours
- 31% reduction in AM drop-off periods
- 20% reduction in PM pick-up periods

PM<sub>10</sub> and PM<sub>2.5</sub> are inhalable particles that are small enough to penetrate part of the respiratory system. The

health effects of inhalable particulate matter are well documented by institutions such as the World Health Organization. On average, Newham residents are also exposed to a level of airborne particulate matter (PM<sub>2.5</sub>) that is 35% greater than the World Health Organisation guidelines. Poor air quality in the borough kills 96 residents every year. Overall, within the sites that have launched within the 2021/2022 school terms we have seen the following improvements in air quality:

- 19% reduction in particulate matter 10 micrometres in diameter (PM<sub>10</sub>), and
- 25% reduction in particulate matter 2.5 micrometres in diameter (PM<sub>2.5</sub>)





**Traffic Data** – As the scheme is launched under the experimental traffic order the council has implemented a robust monitoring strategy within the trial period to identify changes if necessary. Traffic data is collected before and after implementation to understand both how traffic is behaving within the school street and how traffic interacts with the surrounding road network.



We continue to work with the Head Teachers to promote the shift to active travel through road safety education. On average we have seen a significant reduction in trips within the restriction zone with the remaining drop offs being spread consistently around the restriction area allowing for the road network to handle the traffic distribution.

The data also shows a mean increase of 32 cycling trips per week. This may be attributed to an overall reduction in traffic within the specific Healthy School Streets that promote a greater confidence in the area for active travel throughout the day.

A combination of warning notices, advertisements and PCN forgiveness allow for the Healthy School Street programme to curtail contraventions. On average, we observed a reduction in contraventions of approximately 30% over the first month. Penalty Charge Notices continue to reduce at varying rates due to other contributing factors such as new school terms and how the scheme is adopted by immediate ward residents, parents and non-local drivers.

### **Whats Next**

The programme has every intention of growing and continuing to expand across borough introducing new sites. We continue to work with Head Teachers, Ward Councillors and Members of Parliament to find solutions within LB Newham.



Although the Healthy School Streets programme has quantified at risk schools that require immediate attention, other factors are included within the evaluation such as; participation interest, area support, enforcement measures etc. A concerted effort is ongoing to achieve a presence in every ward with specific emphasis within the southwest portion of the borough.

For more information about the positive impact we are having in the borough, please visit our website which includes the details of each site, as well as the promotional video linked below. <https://www.newham.gov.uk/schools-education/healthy-school-streets>





# LOW TRAFFIC NEIGHBORHOODS

Newham Council remains committed to creating people-friendly streets and making it easier and safer for all our residents to consider sustainable modes of transport. Whether travelling by foot, cycling, scooting, using a wheelchair or other mobility aids, this will all contribute towards creating a cleaner and healthier borough.

With over 50% of Newham households not owning a car, we need to ensure that residents have a safe and attractive ways to get to where they need to for work, schools and local amenities

Low Traffic Neighbourhoods are a method of enabling active travel, reducing reliance on motorised vehicles and encouraging sustainable, local travel patterns. This is achieved by removing all motorised through traffic from a neighbourhood to both supply a safe and inviting low traffic environment and incentivise active travel for local journeys. This policy direction, shaped by key council initiatives, supporting the borough's commitment to tackle the climate emergency, improve public health outcomes and reduce harmful pollution in line with the Air Quality Action Plan (London Borough of Newham [LBN], 2019).

It further aligns to the Corporate Delivery Plan and Newham's Corporate Plan 2022-2026; to support current and future generations to live safe, healthy and happy lives in Newham, in addition to the Mayor of London's Transport Strategy (2018) targeting the reduction of private car use and increase the use of sustainable modes (walking, cycling and public transport) to 80% of all trips by 2041.

## What is a Low Traffic Neighbourhood?

A Low Traffic Neighbourhood (LTN) aims to improve the street environment and local neighbourhood to make them more attractive for wheeled access, walking and cycling by reducing traffic volumes, road danger and pollution, putting the focus on our resident's health and wellbeing.

An LTN uses access restrictions, known as 'modal filters', to prevent motorised vehicles from using local streets as a cut-through to avoid main roads.

Often, motorised vehicles will use local streets to shorten their journey times, but at the same time increase local traffic, road danger and pollution levels, therefore making the streets our resident live on less attractive to choose walking or cycling for local journeys.

Low Traffic Neighbourhoods aim to deter motor vehicle journeys in Newham by increasing the competitive advantage of walking / wheeling and cycling journeys and removing through traffic from residential areas. However, all properties remain accessible via motorised vehicles at all times and emergency services are exempted from camera enforced modal filters.

Councillor Asser, the Executive Lead Member for Parking & Sustainable Transport has reiterated the council's position on this strategy as follows: "With less traffic, noise and pollution, local streets will be safe and more pleasant to use, especially for children to cross the road and walk and cycle to school. The LTN will reduce the level of harmful emissions from motorised vehicles driving through the area, help people stay physically active and healthy, and encourage a shift to more sustainable ways of getting around."





Since 2018, Newham have been engaging with residents who have highlighted that vehicle speeds, safety and lack of cycle routes were key barriers to people walking / wheeling and cycling. Since then, Newham have introduced five LTNs under experimental orders, including:

- Maryland (established August 2020)
- Odessa (established August 2020)
- Manbey (established March 2021)
- Atherton (established March 2021)
- Stratford Park (established March 2021)

Following the success of these experiments, which have shown the LTNs to have reduced through traffic on residential streets and increased walking / wheeling and cycling in the area, the schemes have been made permanent.

Newham aims to continue implementing LTNs, consistent with Newham's Corporate Plan Priority 3 to 'improve our streets including managing parking based on emissions, introducing electric vehicle charging points, healthy school streets and people friendly streets with low traffic neighbourhoods' and by addressing the 'Increase the shift to use of public transport, cycling and walking' performance measure outlined by the Corporate Plan by providing a safer environment for walking and cycling and increasing the competitive advantage for walking and cycling over motorised transport.





# MiPermit

Mipermit continues to be the delivery system for all emissions based digital permits and this system continues to offer all Newham residents and businesses 24/7 control of their own parking permit account.

Emission based charging costs are applied to resident, business, charity business and industrial permits. Any emissions based charging and/or additional permit costs will be calculated automatically in MiPermit Newham.

For 2022/23 residents and businesses are able to apply for a 3 month, 6 month or 12 month permit to spread the costs. However, to allow even more flexibility for resident permit holders it is proposed that in 2023/24 permit types will be amended to 1mth & 12mth durations offering residents the potential ability to spread costs over a full 12mth period.

Details on how to set up a MiPermit account and to apply for a range of permits can be found at the following Newham websites and by then following the associated links:

<https://www.newham.gov.uk/parking-permits/mipermit-newham/1>

<https://www.newham.gov.uk/parking-permits>

The following permits are available through MiPermit Newham:

- Residents
- Disabled
- Visitor
- Free parking allocation
- Business
- Industrial
- Charity business
- Healthy School Streets Access
- Browning Road Bridge Access
- Trade
- Courtesy
- Carer



# EMISSIONS BASED PARKING

- To support the aims of the Mayors Air Quality Action Plan, Newham Council continues to link permit charging to vehicle emissions and this applies to resident, business, charity business and industrial permits.
- The emission based parking permit charges are aimed at addressing Newham's poor air quality by financially incentivising Newham residents and businesses to switch to electric vehicles or vehicles with lower emissions or in turn encouraging residents to make more local journeys by sustainable modes of transport, like walking and cycling.
- Newham are also continuing to roll out improved accessibility to new electric vehicle charging points across the borough making it easier for those who choose to make the switch to electric vehicles to have greater access to public charging points.
- The emission based charging scheme is based on CO2 categories as provided by the DVLA.
- In recognition of the financial impacts that residents and businesses continued to face post Covid 19, permit charges and any additional emission based charges were not increased in the 2022/2023 financial with charges remaining at the 2020/2021 levels.



# BLUE BADGE & DISABLED RESIDENT PARKING

In addition to fully participating in the Blue Badge scheme and as part of its continuing commitment to its disabled residents Newham also provides an almost unique permit type known as a Disabled Residents Permit. Qualifying residents/households can have a disabled resident parking bay marked outside or near their property and will be issued with a maximum of one free disabled residents permit per property, which will be allocated to the qualifying residents vehicle. All residential streets in Newham are now within residential parking zones and the disabled resident parking permit can be used in any disabled resident's bay situated within the zone for which the permit has been issued.

As advised above Newham is a fully committed participant in the Blue Badge Scheme and this commitment is demonstrated by its policy of allowing any vehicle displaying a valid Blue Badge to park for free in any resident's bay or shared use bay in any of its residents parking zones. Please note that a shared-use bay is a location where you are required to display a permit but also have the ability to pay for parking by phone.

Whilst Newham fully recognises the Blue Badge scheme it also needs to prioritise the parking for its own disabled residents and as such Blue Badge are only valid in Blue Badge bays, resident bays and shared-use bays. They are not valid in disabled residents' bays as and as mentioned above, these are quite rightly prioritised for Newham residents over blue badge holders who may not live within Newham.

## Who can apply for a disabled resident parking bay?

To apply for a new disabled resident parking bay you must:

- Have a valid Blue Badge
- Live in Newham
- Receive the higher rate of the mobility component of Disability Living Allowance or the enhanced rate of the mobility component of Personal Independence Payment, or the higher rate of Attendance Allowance
- Not have off-road parking, such as a garage or driveway
- Have a car registered with the DVLA to your address.
- You do not need to be able to drive yourself to qualify.

## Carer Permits

In addition to the unique ability by Newham residents to apply for a disabled residents permit Newham also provides qualifying residents with the opportunity to purchase a carer permit which is made available as a solution to meeting the parking needs of any carer(s) to who visit the qualifying resident on a regular basis. The cost of this permit is just £10 per annum.

Further information on how to apply for disabled resident permits and carer permits can be found at the following web sites and then following the associated links

<https://www.newham.gov.uk/parking-permits/resident-parking-permits-1/2?documentId=547&categoryId=20124>

<https://www.newham.gov.uk/parking-permits/care-care-home-parking-permits/1>





# 1. SERVICE PERFORMANCE

## 1.1 Penalty charge issue statistics

Table 1.1.1 – Valid penalty charge issue comparison

Year	Higher level parking	Lower level parking	Bus lane	Moving Traffic	Total issued
2019/20	136,631	35,350	18,858	81,208	272,047
2020/21	72,044	11,282	11,547	117,143	212,016
2021/22	114,821	21,078	12,733	173,985	322,617
2022/23	155,735	19,704	11,468	130,645	317,552

## 1.2 Recovery Performance\*

Table 1.2.1 – Recovery rate comparison

Year	Bus lane	CCTV parking	Moving traffic	On/off street	Overall
2019/20	56.2%	70.4%	62.1%	58.9%	59.8%
2020/21	59.4%	66.1%	62.5%	55.9%	60.2%
2021/22	58.3%	75.9%	73.2%	60.6%	67.2%
2022/23	60.3%	80.1%	64.9%	59.5%	61.8%

\*Recovery performance is based on the number of penalty charge notices (PCNs) issued in the financial year and the number of those that were paid.

## 1.3 Appeals to the Environment and Traffic Appeals service (ETA)

The environment and traffic appeals service is an independent body, coordinated by London Councils. Recipients of PCNs can appeal to this body for free if the local authority has rejected their formal challenge against the PCN being issued.

Table 1.3.1 – On/off street parking appeal statistics comparison

Year	Total appeals completed	Appeals allowed	% of appeals allowed
2019/20	1,037	476	46%
2020/21	628	362	58%
2021/22	1,291	678	53%
2022/23	911	430	47%

Table 1.3.2 – Bus lane statistics comparison

Year	Total appeals completed	Appeals allowed	% of appeals allowed
2019/20	123	63	51%
2020/21	75	41	55%
2021/22	149	90	60%
2022/23	53	35	66%

**Table 1.3.3 – Moving traffic statistics comparison**

Year	Total appeals completed	Appeals allowed	% of appeals allowed
2019/20	468	249	53%
2020/21	1,208	346	29%
2021/22	2,805	1275	45%
2022/23	861	325	38%

ETA statistical data will only differentiate between parking, bus lanes and moving traffic, it will not provide data by contravention type i.e. school zigzags, yellow box junctions and banned turns etc.

### 1.4 Removals

Table 1.4.1 – Removal statistics

Year	Total removals	Removals from formal disabled bays	Removal truck hours
2019/20	7,624	297	12,240
2020/21	2,988	179	9,114
2021/22	7,105	317	12,840
2022/23	8,117*	332	11916

\* This figure (8117) is made up of 6083 removals due to a Penalty Charge Notice (PCN) being issued and 2034 removals of abandoned vehicles and vehicles used for fly tipping.

We've recently changed cameras and also their position on High Street North for the pedestrian zone. This means that the cameras are now recording vehicles from the rear view as they pass the restriction signs. The reason behind this is so that the CCTV footage captures the motorist facing the restriction sign(s) as a number of appeals were being allowed at adjudication because of this reason. Although the restriction sign shows a wheelchair symbol, which means that disabled motorists can access the pedestrian zone during restricted hours it doesn't mean to say that a Penalty Charge Notice may never be issued. In the event that a Penalty Charge Notice is issued a motorist can exercise their rights and make a representation by providing a copy of their blue badge.

Although this has resulted in a number of challenges from blue badge holders where the majority are being cancelled, this still it allows us to check that the blue badge details i.e. it is valid to entitle the motorist to drive through the pedestrian zone.

### 1.5 Cancellations

Table 1.5.1 – Cancellation rate comparison

Year	Percentage of PCNs cancelled against the number of PCNs issued (cancellation rate)
2019/20	4.9%
2020/21	4.1%
2021/22	5.4%
2022/23	10.1%

We have already taken some measures to lessen the impact for genuine blue badge holders by setting up some filters in our system to create a report where a vehicle is registered to mobility finance, as this verifies that the motorist is disabled and we then cancel the contravention(s) that have been captured before a notice is issued. If the vehicle is not registered to Mobility Finance then I'm afraid we have to rely on the motorist providing a copy of their blue badge and making representation, although we are exploring other alternatives such as a scheme for blue badge holders to be able to register their vehicle online by providing a copy/details of their badge. The exemption would then only be valid until the expiry of the blue badge and would require renewal.

Permit type MiPermit (01 April 22 – 31 March 23)	3 month	6 month	12month
Resident 1st	21580	11288	29010
Resident 2nd	9559	3555	4712
Resident 3rd+	2968	761	853
Business	1145	654	1865
Staff Business issued from MiPermit	290	0	996
Industrial	41	17	37
Business charity	41	27	201

Visitor Permit Type	Number of permit sessions
Visitor - 6 hour sessions (10 permits per session)	45,500
Visitor - 12 hour sessions (5 permits per session)	19,680
Visitor - 24 hour sessions (5 permits per session)	1685
Visitor - 24 hour sessions (5 permits per session)	25,639
Visitor - Free (30 all day sessions 12 months; lots of 10)	20,752

Permit type	Duration	Number of Permits
Disabled courtesy(2wk)	2 weeks	245
Resident courtesy(2wk)	2 weeks	5,037
Disabled resident	12 months	1,861
Carer		2,008
Trade		8,190
Care Home		28
Access Permit (inc. Browning Road)		2,163



# 2. FINANCIAL SUMMARY

## 2.1 Income – 2022/23

Table 2.1.1 – Parking and traffic enforcement income

Item	Income (£)
Penalty Charge Notice (PCN)	£16,582,966
Removals	£1,618,852
On Street Pay by Phone charges	£1,829,991
On Street Permits and Visitor permits	£8,271,303
Suspensions	£2,244,718
Other Income	£152,400
<b>Total Income</b>	<b>£30,700,230</b>

## 2.2 Expenditure – 2022/23

Table 2.2.1 – Parking and traffic enforcement expenditure

Item	Expenditure (£)
Employee Costs	£7,123,468
Premises	£111,084
Transport	£195,724
Supplies and Services	£517,740
Third Party Payments	£1,500,516
Support Services	£372,335
Capital Financing	£0
<b>Total Expenditure</b>	<b>£9,820,867</b>
<b>Surplus</b>	<b>£20,879,363</b>

## 2.3 Application of surplus and balance – 2022/23

Table 2.3.1 – Parking and traffic enforcement application of surplus

Item	Expenditure (£)
School Crossing Patrols	£385,852
Roads Maintenance and Environmental Improvements	£20,493,511
Total expenditure	£20,879,363
Balance	£0

The surplus from on-street parking helps to fund Low Traffic Neighborhoods, Healthy School Streets and electric charging points, in addition to other measures that support active and sustainable travel'

## 2.4 Off Street Parking Income and Expenditure

Table 2.4.1 – Parking and traffic enforcement off street income

Item	Income (£)
Off Street Pay and Display	£1,665,140

Table 2.4.2 – Parking and traffic enforcement off street expenditure

Item	Expenditure (£)
Premises	£340,320
Supplies and Services	£96,514
Third Party Payments	£49,463
Support Services	£10,380
Capital Financing	£78,600
<b>Total expenditure</b>	<b>£575,277</b>
<b>Surplus</b>	<b>£1,089,863</b>

