

**To: Environment, Culture & Communities Overview & Scrutiny Panel
5 March 2019**

**Car Parking Update
Director of Delivery**

1 Introduction

- 1.1 The Chairman of the Environment, Culture and Communities requested an update on parking enforcement in the Borough.

2 Supporting Information

2.1 Approach to enforcement

- 2.1.1 The Council's responsibility with respect to parking enforcement is managed via our contractors SABA (they have recently changed their name from Indigo). As well as managing the Council's car parking facilities SABA have responsibility for parking enforcement both on street and off street. There are no parking enforcement Officers directly employed by the Council.
- 2.1.2 Enforcement on street relates to contraventions on roads where a Traffic Regulation Order (TRO) applies, for example parking on a double yellow line. Enforcement off street relates to our car parks, for example where a vehicle is parked across two car parking spaces. Once again all restrictions within car parks are detailed as part of the TRO for that car park. Our car parks include multi storey and surface car parks as well as the out of town car parks and facilities such as the Look Out and Coral Reef.
- 2.1.3 The current structure within Indigo includes five Civil Enforcement Officers (CEO's). These are appropriately trained and authorised officers who are able to enforce and issue Penalty Charge Notices (PCNs) in respect of contraventions and parking offences. Given the nature of the role it is a challenging job and these CEOs are often subjected to verbal abuse. This makes recruitment to the role particularly difficult complex in an area of low unemployment such as Bracknell.
- 2.1.4 SABA have the responsibility for PCN management which is a tightly controlled judicial process. PCNs are only issued where a contravention has occurred in a TRO controlled area.

2.2 Beat areas

- 2.2.1 Given the resource level available clearly it is not possible to patrol every area every single day and the deployable hours are structured across a number of beat areas. These beats are split as below:

Beat 1 – Local (to town)

Beat 2 – Zone F Residents Parking

Beat 3 – Zone B & C Residents Parking

Beat 4 – Zone D & E Residents Parking

Beat 5 – Driving Crowthorne & Sandhurst, Hot Spots

Beat 6 – Driving Coral Reef & Look Out, Martins Heron, Ascot, Hot Spots and School Beats

2.3 School enforcement

- 2.3.1 Given the number of schools across the Borough each is visited on rotation basis approximately every 6 weeks. The CEO's can only enforce where there is a TRO in place. The majority of restrictions around schools are no waiting / no loading of which a 5 minute observation period is required as part of the PCN issuing process. This subsequently allows drivers an opportunity to stop and allow their children out of the vehicles before driving off.
- 2.3.2 To implement alternative restrictions around schools would require revoking all current TRO's and changing the line markings (instant tickets can only be issued on zig-zags and even then a driver often moves off before the PCN can be fully issued). There would not be any guarantees this would improve the situation as drivers are still likely to abuse the restriction. This would also be a costly and lengthy process to undertake.
- 2.3.3 The parking team do have links with Thames Valley police and following a recent meeting it has been agreed that the schools of particular concern will have joint visits by both the Police and the CEOs. The long term reality is that current parking practices around schools are unlikely to change unless there is a substantial move towards increasing parking availability on site and moving towards more sustainable travel.

2.4 Additional enforcement requests

- 2.4.1 In addition to the beat areas Indigo are asked to undertake additional enforcement requests whereby a member of the public has approached the Council directly highlighting a particular concern. These areas can be targeted specifically and often the presence of a CEO will have an impact albeit in some cases the change in attitude to parking is only short lived. If there are particular repeated concerns highlighted these can be passed to the Transport Development team for them to assess whether any new or additional restrictions can be implemented
- 2.4.2 If a member of the public wishes to pass on a request with respect to additional enforcement then they can do so by reporting the details directly to parking.enquiries@bracknell-forest.gov.uk or via the online form.

2.4 Abandoned vehicles

- 2.4.1 Vehicles not parked illegally but for extended continuous periods can be reported to through the website <https://www.bracknell-forest.gov.uk/roads-parking-and-transport/abandoned-vehicles> and they will be investigated as an abandoned vehicle.
- 2.4.2 An abandoned vehicle is one where the circumstances indicate that the owner has no further interest in it, for example it has no tax, has no obvious owner or has remained in the same place for 28 days. Once identified as abandoned the Council has a duty to remove a vehicle if it is on Council owned land or on a road to which the public have access to. The Council can also charge for its removal, storage and disposal.

2.4.3 Untaxed vehicles should be reported to the DVLA online using the DVLA's online form. If the vehicle is causing an obstruction it should be reported to Thames Valley Police.

2.5 Additional information

2.5.1 There are also private car parking contractors that operate within the Borough, for example at the Point, at various public houses and with respect to Silva Homes premises. The Council has no control over these areas.

3 Equalities Impact Assessment

3.1 Provision is made for parking through disabled spaces at car parks which are conveniently located to exits.

4 Strategic Risk Management Issues

4.1 The enforcement of parking restrictions across the Borough allows for the free flow of traffic. The parking contract and contractors provide this important service on behalf of residents and visitors.

Contact for further information

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