

Please find below some of my observations to the papers that have been sent to the OPCC in relation to parking enforcement in South Cambridgeshire as well as some other documentation; notably, (i) a map highlighting where some road traffic collisions have taken place in Great Shelford, and, (ii) notes from a meeting held on 4th JUNE 2018 at which Local Authority colleagues from across the county were invited to Cambridgeshire Constabulary Headquarters to discuss the possible move to a situation where they [the Local Authorities] were responsible for the civil enforcement of parking enforcements.

I hope this is helpful and aids discussions at your forthcoming meeting.

1. Police-issued tickets issued in relation to parking offences reveals the following:-

Location	2015	2016	2017	2018
County (Cambridgeshire and Peterborough)	2353	2098	1651	1272
South Cambridgeshire	64	133	140	22

A breakdown of those police-issued tickets in South Cambridgeshire reveals the following:-

South Cambridgeshire Locations	2015	2016	2017	2018	Total
Arrington	2	0	0	0	2
Balsham	0	0	0	1	1
Bar Hill	1	1	1	1	4
Bassingbourn	0	0	2	0	2
Caldecote	0	0	2	0	2
Cambourne	5	8	17	1	31
Caxton	0	0	0	1	1

Caxton Gibbet	0	1	0	0	1
Clayhithe	0	0	1	0	1
Cottenham	3	0	1	0	4
Duxford	1	2	0	0	3
Fulbourn	0	0	0	1	1
Gamlingay	6	1	3	0	10
Girton	0	0	0	1	1
Granchester	1	2	0	0	3
Great Shelford	7	25	10	4	46
Hardwick	1	0	1	0	2
Haslingfield	1	0	0	0	1
Histon	3	4	10	0	17
Impington	1	3	2	0	6
Linton	0	14	3	0	17
Longstanton	1	0	0	0	1
Longstowe	0	1	0	0	1
Melbourn	3	2	4	0	9
Meldreth	0	1	1	1	3
Orchard Park	1	1	0	5	7
Papworth	0	1	7	1	9
Papworth Everard	1	0	0	0	1
Sawston	7	8	19	1	35
Shelford	2	5	2	0	9
Swaversey	0	0	6	1	7
Thriplow	1	0	0	0	1
Waterbeach	6	48	28	3	85

West Whittlesford	2	1	0	0	3
Weston	0	1	0	0	1
Whittlesford	6	4	20	0	30
Willingham	2	0	4	0	6

It is worthy of note, and contained within some of the supporting documents provided by colleagues at South Cambridgeshire District Council, that for six months in early 2016 there were some Parish Councils within South Cambridgeshire who funded PCSO activity; in essence, paying PCSOs overtime to undertake parking enforcement activity. The document entitled 'Great Shelford Parish Council (GSPC) notes on Decriminalisation of Parking Enforcement (DPE)' dated May 2018 sets out that *"GSPC and a small number of other Parish Councils reluctantly agreed to fund PCSO overtime as this was the only option on the table"*.

With regards to PCSOs, obviously you will know that there has been a reduction in the number that we employ within Cambridgeshire Constabulary; moving from a county-wide establishment of 195 to 82.7 (full-time equivalents).

2. In terms of the tickets issued, most commonly they have been for the following:-
 - Allowing a vehicle to wait on a road when waiting is prohibited;
 - Allowing a motor vehicle to wait on a road in excess of limited period;
 - Wilful obstruction of a highway;
 - Parking without displaying permit / disabled persons badge, and
 - Causing unnecessary obstruction by a motor vehicle.
3. The data as set out in the two tables (above) is provided because within the document entitled 'Parking Issues Discussion Paper: DRAFT V2' there is mention of *"152 parking tickets issued in 2017-18"* and whilst this is accurate given the 140 tickets issued in 2017 and the 22 issued in 2018, the more detailed data provides greater contextualisation, and, hopefully, can aid continued debate on this matter.
4. Alongside this 'ticket-issued' data, road traffic injury collision data should perhaps be considered. Unfortunately the statistics for 2018 are awaiting verification from the Department for Transport so this data is not available. For the period 2015-17 there were twelve (12) collisions; seven (7) slight and five (5) serious injury road traffic collisions. This is shown on the map attached (above). Regarding Woollards Lane and the High Street (mentioned within the document entitled 'Appendix 1: Parking Issues in Great Shelford and Sawston, evidence from Parish Councils') there were two serious road traffic collisions in the High Street; one in 2016 and one in 2017. One of these was at the junction with Woollards Lane.

No road traffic collisions have been reported on Woollards Lane itself.

The map highlights that at least half of the road traffic collisions occurred at junctions.

Of course, it is not always the case that a contributory cause to the collisions is / was inconsiderate / illegal car-parking but it is reasonable to deduce that it was a factor in some of these collisions.

5. It is unfortunate but very understandable that colleagues from South Cambridgeshire District Council (and others) were given the impression that the police would lead on activity that would identify a joined-up approach to the enforcement of parking contraventions. Certainly, the paper that was first aired at the Countrywide Community Safety Strategic Partnership in early 2018, recommending that a working group to consider such issues be established, very much gives that impression. As a consequence the police convened an initial meeting and it was at this partnership-based meeting that individuals sought to ascertain the exact and current nature of the issue; i.e., what were the approaches being taken across the districts with regards to the enforcement of car-parking.

From a police perspective, the objective was to understand whether there was any appetite to achieve the situation whereby across the entire county (Peterborough and Cambridgeshire), there was the same position as that adopted in Cambridge (since 2004) and Peterborough (since 2003) whereby the local authorities enforced parking. However, during the meeting it became very clear that whilst there had been work undertaken to explore local authorities taking in responsibility for the civil enforcement of parking contraventions, for a variety of reasons, there was no appetite to move to this position. With no appetite for change there appeared little purpose for future meetings and this viewpoint was verbalised at the meeting.

As outlined at the beginning of this e-mail, notes from this meeting are attached above.

There are some actions listed at the conclusion of the paper and some updates against these are also outlined.

6. As outlined within the discussion paper Civil Enforcement Areas (CEAs) exist in 94% of districts (306 out of 327). I wonder if there is any merit in identifying districts in the process of moving to, or actively exploring, CEA to ascertain exactly what is involved (including costs). Moreover, if a district can be identified with similarities (car-parking in residential areas because of insufficient car-parking arrangements close to shops, car-parking in residential areas by commuters making use of the nearby railway station, etc.) to see if there are any initiatives that have successfully addressed the car-parking issues that can be adopted within South Cambridgeshire; more specifically, Great Shelford.
7. I know that there have been a lot of discussions on this subject; during his tenure as the South Cambridgeshire Area Commander, then-Chief Inspector James SUTHERLAND (now Superintendent), had many discussions with representatives of South Cambridgeshire District and Parish Councils regarding car-parking enforcement. Several approaches that he considered and discussed include the following:-
 - PCSO overtime (as highlighted above);
 - A volunteering initiative with a parking version of SpeedWatch.
8. My – and I stress MY – observations about these options are as follows:-
 - PCSO overtime – My understanding that the six-month initiative was burdensome for the police: officers did not want the overtime; those who did volunteer to work extra hours were frequently not in the right part of South Cambridgeshire (i.e., where the car-parking problems were more acute) and it was logistically challenging to get them to the right places with the existing and no additional resources. Access

to vehicles was cited as one of the most problematic barriers to getting PCSOs to the right places.

It is also worthy of note that there has been a successful legal challenge regarding Special Police Services (SPS); i.e., the charging for police services and whilst this has centred on events policing, we [Cambridgeshire Constabulary] are now of the view that we do not routinely charge for traditional or core policing duties particularly when they [the duties] are to be undertaken on public land.

- A volunteering initiative – The Chief Constable can delegate police powers to volunteers as well as paid members of staff. SpeedWatch is widely supported within Cambridgeshire and there are some tremendous people giving up their time to keep our roads safe. There may be merit in something similar but we would have to seriously consider the amount of backroom demand this would cause (i.e., the demand caused through high numbers of photographs of cars parked illegally, or inconsiderately, being sent to the constabulary for the subsequent writing and sending-out of warning letters).

9. That stated, I wonder about the following options (some of which may have already been considered):-

- Residents-only parking (with the enforcement funded by residents paying a nominal yearly fee);
- Restricted parking (e.g., no return within a given period or no parking from 0800 and 1700 hours) but, of course, this has an enforcement element that would need to be considered;
- Restricting the time allowed to car-park in the Budgens car-park so that it cannot be used for all-day car-parking;
- Introduction of accredited personnel to undertake car-parking enforcement activity. The Chief Constable can designate others to have police powers. Already, there are examples within the county of the Community Safety Accreditation Scheme (CSAS); for instance, those employed (with designated powers) by Addenbrookes Hospital.
- Taking the matter to the Cambridgeshire and Peterborough Road Safety Partnership. There are five themes that have been adopted by the Tactical Group; namely, as below and I wonder what this group might recommend in order to address the issues (and, in so doing, aim to impact on Key Themes 4 and 5). The group is likely to have far more ideas than me!!

I spoke with PC Jon MORRIS (Road Safety Officer) and he made mention of initiatives such as school work. Making maybe an overly-simplistic analogy to speeding, we also know that most of the speeding in our villages is done by people who reside in that village. Therefore, can local newsletters and other local communications forums be used to raise-awareness of the issue and, hopefully, encourage more considerate and legal car-parking??

	Key Theme 1	Key Theme 2	Key Theme 3	Key Theme 4	Key Theme 5
CPRSP Tactical Group Objectives	Young Drivers Reduce the number of young drivers/passengers aged 17-25 years killed or seriously injured on the roads in the partnership area is a key theme for CPRSP.	Powered 2 Wheelers (P2Ws) Reduce the number of Motorcyclists killed or seriously injured	Speed & Rural Roads Collisions on rural road including inappropriate speed.	Cyclists & Pedestrians Reduce the number of cycling and pedestrian casualties on our roads.	Children and Young People (CYP) Reduce the number of children killed or seriously injured on our roads

I am probably raising a lot of issues that have already been explored but, again, I hope that some of the above assists.

Response from Sonia Hansen, Traffic Manager, Cambridgeshire County Council

Thank you for sending the discussion paper.

I appreciate the issues raised in South Cambs of anti-social and illegal parking in some of the larger villages and I understand the frustration of residents when they see people parking illegally with very limited police enforcement.

Civil parking enforcement has been raised a number of times in the past as a possible way forward to tackle parking issues outside Cambridge. I understand that in 2006 it was looked at by a consultant but was not progressed at this time due to the model showing it would run at a deficit and therefore it would not meet the business case to proceed to application to the DfT. As you point out in the paper it was then revisited more recently but again ultimately was not progressed at this time.

Just to pick up a few specific points from your paper for comment and accuracy -

- Under the rationale section 2 - it is worth pointing out that the Highway Authority have no statutory responsibility to take on civil enforcement powers.
- Under section 6 – just to clarify that it is the County Council that carry out parking enforcement in Cambridge City using civil enforcement powers – not Cambridge City

Council. There is an agency agreement between the City Council and the County Council for the County Council to carry out enforcement in the City Council's off-street car parks.

- Under section 6 Rules around financing CPE – I would reiterate that previous modelling work has shown that CPE in South Cambs would run at a deficit and therefore it would not meet the requirements for being self-financing so would require funding from elsewhere but note the guidance that says this should not be from taxpayers. Therefore charging for parking may be the only option to raise revenue to pay for the running costs of CPE. However charging in villages and small towns may not be supported politically and there are running costs in managing the parking payment mechanism and without sufficient chargeable parking places for achieving economies of scale this could also run at a deficit.
- Section 6 set up costs – the cost to get signs, lines and orders all correct could be quite significant. The cost model used for Huntingdonshire was not based on costs from our current Highways Service contract with Skanska and therefore should be treated with some caution and could be higher.
- Section 6 Operational Costs – 'TEO' I think you mean CEOs (Civil Enforcement Officers) these officers are employed by a company called Legion who are our current Contractors for civil enforcement in Cambridge.
- Operational Costs – Penalty Charge Notice (PCN) charges are currently £70/£35 for higher rate e.g. Double yellow lines and £50/£25 for lower rate offences e.g. overstays on p&d
- CPE in other English Counties – we appreciate that many other areas have already moved to a CPE model however in the current economic climate and financial situation of the County Council moving to a new regime that will come at a significant capital set up costs and run year on year at a revenue deficit is not going to be easy to prove a business case for. It is also worth noting that other English counties with CPE run parking enforcement at a deficit and it is subsidised by parking income.
- CPE in Cambridgeshire – the City Council did initially manage CPE enforcement from 2004 but this was transferred to the County Council in 2010
- Consultancy work – County Council officers can investigate getting a consultant to update the figures on the business case for CPE if our Members wish to peruse this again. We have some idea of approximate costs for this piece of work.
- City Fringe areas – the land for Eddington is owned by the University and parking is being enforced privately and there are no plans to adopt it.
- Great Shelford PC appendix 7 – Enforcement costs. A possible model proposed by Great Shelford PC of them carrying out the enforcement. This would need some further consideration to see if it is feasible. Firstly CPE would need to be obtained for the area. Then there would need to be an agency agreement setting out clearly how this was to be managed. Officers would require training, uniform, handhelds. There are strict rules about how Civil Enforcement is carried out. There would be set up costs and the account would most likely run at a deficit. Potentially we could consider an option of GSPC paying for some hours of a Legion CEO. The agency agreement could be similar to the model we run for Cambridge City where we enforce in their car parks. However due to the lack of charges for parking and the limited length of restrictions in the village that can be enforced under CPE this account would be likely to run at a deficit so there would be an ongoing revenue cost to be covered.

The options paper is a useful summary of the current position and we thank you for sharing it with us. Our current position is that whilst we support the aims of enhancing traffic management and

enforcing parking restrictions we do have concerns about the financial viability of Civil Parking Enforcement in South Cambridgeshire. If this is something that you think can be overcome then we would be happy to discuss the possibility of moving forward to commission a business case study for CPE in South Cambridgeshire. The work on the business case would require funding for which we do not currently have any funds allocated.

If you would like to discuss the matter in more detail please contact Sonia Hansen, Traffic Manager.