

**Meeting:** Green Sub-Committee

**Date:** 9 January 2024

**Title:** Parking Enforcement Matters

---

**Author:** Paul Watson, Head of  
Highways and Transportation Tel: 0345 2000 101

**Service:** Highways and Transportation

**Directorate:** Regeneration and Economic  
Development

**Wards  
affected:** All

---

## 1. Purpose of Report

This report outlines aspects of parking enforcement, including matters for which the Authority can carry out, and those for which the Police have enforcement responsibilities for.

## 2. Recommendations

The Sub-Committee is invited to note the information provided.

## 3. Information

### Traffic orders and notices

To enable the appropriate organisation to enforce parking offences and moving traffic offences, the appropriate legal order needs to be in place. There is a standard process for the introduction of legal orders, which includes discussion with relevant statutory organisations and formally advertising the proposals so that residents and businesses can let us know their views.

Please see Appendix 2 for details of the process followed in North Tyneside.

## Parking enforcement

In terms of enforcement of parking restrictions, the Authority (under its Civil Parking Enforcement Powers) has responsibility for carrying out some types of enforcement, while the Police are responsible for other aspects.

In general, the Authority undertakes enforcement where there is a formal restriction in place. This includes the following types of restrictions:

- i. Waiting and loading restrictions
- ii. Permit parking
- iii. Pay and display
- iv. 'School keep clear' (No Stopping restriction)
- v. Bus stops (No Stopping restriction) school streets
- vi. Bus lanes
- vii. Blue badge holder only parking (but not advisory disabled bays in residential areas)
- viii. Limited waiting

School Streets have been implemented successfully across the borough and the enforcement of which relies on close collaboration with the schools involved. Only if requested will the Council or Northumbria Police get involved.

Depending on the type of restriction, these may be enforced by some or all of the following means:

- i. Fixed camera (e.g. bus lane enforcement camera of which the Council has 6)
- ii. Camera car
- iii. Civil Enforcement Officers (CEOs)

The Authority has enforcement guidance which ensure consistency in enforcement, and this is regularly reviewed to encompass any legislative or national/local policy changes.

If a Penalty Charge Notice (PCN) is issued, there is a standard, national appeals process (Advice and guidance is provided on the Authority's website).

As a Council we employ 10 Civil Enforcement Officers who reported almost 27,000 PCN's in 2023 to date.

The value of the PCN is dependent on the type of contravention (£50 - £70) and a 50% reduction is available if paid within the discount period.

#### Police enforcement matters – parking

The Police have responsibility for enforcement of dangerous parking and general obstruction, including parking which obstructs a footway. (Note that outside London there is no blanket legal prohibition of parking on footways.)

The Police can issue a Fixed Penalty Notice (FPN). However, a recent revision of the legislation covering Section 137 Highways Act 1980, has resulted in the penalty of an unlimited fine and potential imprisonment or both.

#### Police enforcement matters – moving traffic.

The Police also have responsibility for a number of other categories of enforcement, including the following:

- i. No entry restriction
- ii. One way restriction
- iii. No right or left turn
- iv. Yellow box junctions
- v. Speed limits

Please see Appendix 1 for further details of restrictions which constitute 'moving traffic enforcement'. Please note that a limited number of these restrictions can be enforced by either the Authority or the Police, e.g. 'school keep clear' markings.

The Council works with Northumbria Police across several well-established partnerships to improve the safety of our residents and visitors. One such example is the Northumbria Road Safety Initiative where safety cameras are deployed at those locations where there is an identified speed related collision history. This partnership also assists in providing financial support for the primary schools' road safety training programme, theatre in education and driver awareness sessions. We also consult extensively with the Police on Traffic Regulation Orders and where we are implementing traffic calming schemes.

Civil enforcement of moving traffic restrictions is based on utilising established Automatic Number Plate Recognition (ANPR) camera technology, as is commonly used for bus lane enforcement. At present the Council uses this technology to enforce bus lanes at six locations across the borough.

## Potential to request further powers of moving traffic enforcement.

The Government has made moving traffic enforcement powers under Part 6 of the Traffic Management Act 2004 (“Part 6 powers”) available to local authorities outside London subject to a successful application to the Department for Transport. At present, a limited number of local authorities have assumed such powers.

The Authority continues to review the implications which such a request might have for the local area. However, at present the Authority does not have, at present, any intention to request these powers on the following basis:

- there are significant initial set up costs associated with implementation, such as the purchase of camera equipment, staffing, IT systems, infrastructure improvements.
- daily operational costs would need to be met including equipment maintenance, staffing, camera deployments, processing of fines and payment/non-payment, and IT systems licences.
- Given the financial pressure on local government, the development and delivery of such a project would need to be supported with a robust business case that clearly demonstrates a cost-recovery model that does not place any financial burden on the Council.

Next steps for the authority are to monitor how regional Council partners are considering the implementation of moving traffic offences to establish whether there are any benefits for collaboration.

In addition to the sub-regional traffic, transport and safety groups that have been formed through the LA7, the Council also shares information and knowledge with all regional local highway teams through the North East Highways Alliance. This includes the implementation of any Part 6 powers that are being considered by our local highway authority partners.

## **4. Recommendation**

There is no recommendation as this report is for information only.











## **5. Appendices**













Appendix 1 Traffic signs subject to moving traffic enforcement.


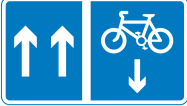
Appendix 2 Traffic notices/orders – process.

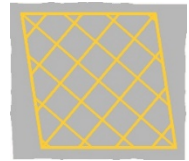
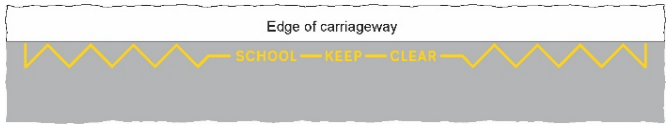
## Appendix 1

### Traffic signs subject to moving traffic enforcement

Description	TSRGD diagram number & location	
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	

Description	TSRGD diagram number & location	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motorcycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	

Description	TSRGD diagram number & location	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10)	
Box junction markings	1043 (Schedule 9, Part 6, item 25)	



## Appendix 2

### Traffic notices/orders – process

