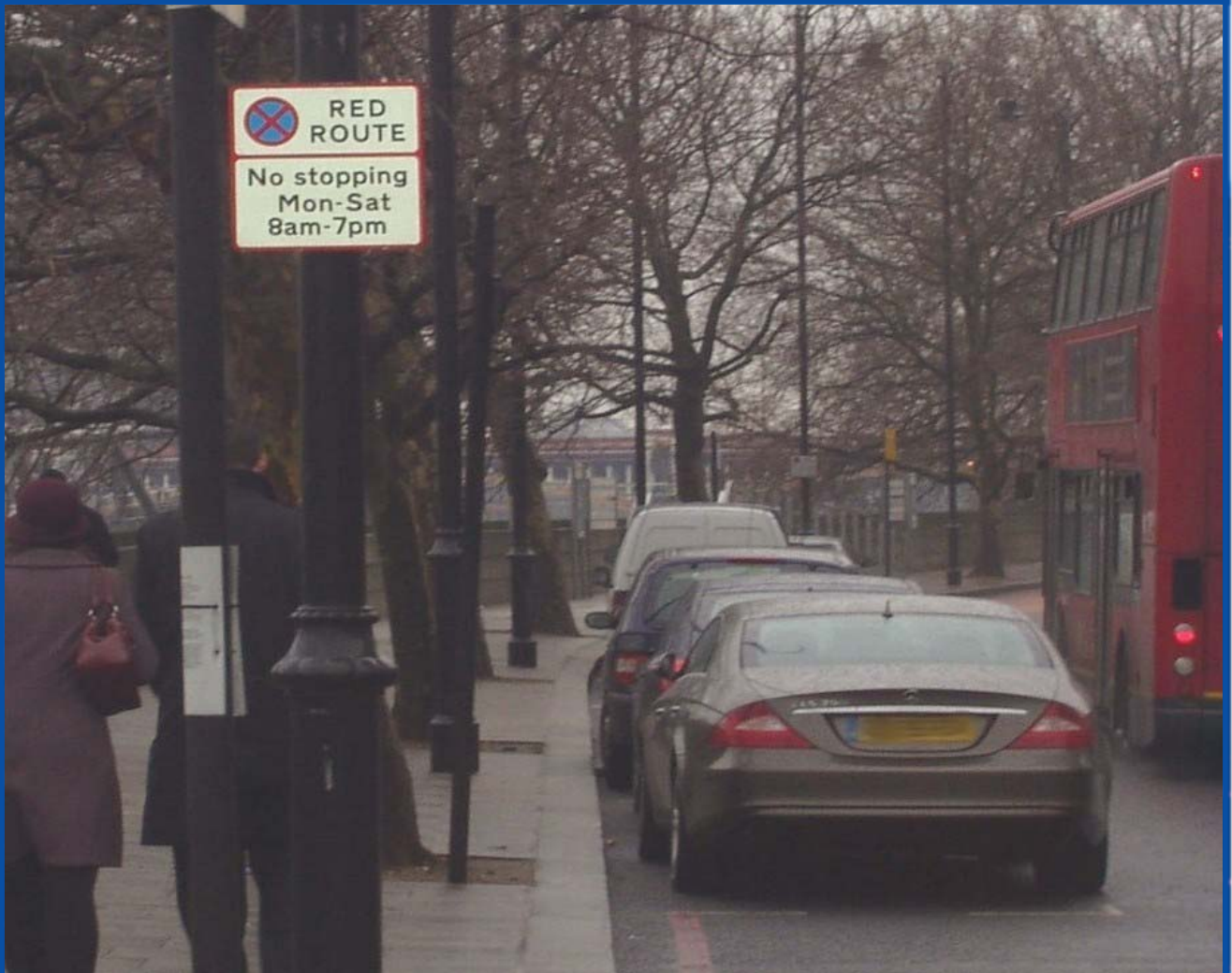


## Summary

# Parking Enforcement Report 2004 to 2007



MAYOR OF LONDON

Transport for London



## Overview

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Transport for London's parking enforcement operation is directed at tackling illegal parking which may be a danger to other road users or cause congestion. It is also designed to keep the loading and parking facilities free for those permitted to use them. This report describes the activities and the impact of parking enforcement from November 2004 to March 2007.

## Methodology

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Parking Enforcement is part of the Transport Policing and Enforcement Directorate of Transport for London (TfL). It is responsible for enforcing parking on the Transport for London Road Network (TLRN), often referred to as the red route, which comprises 580km of London's roads and carries some 35% of its traffic.

In November 2004, TfL decriminalised parking enforcement on the TLRN and entered a Special Services Agreement with the Metropolitan Police Service to provide Traffic Wardens and Transport Police Community Support Officers to enforce it. This was followed by camera (CCTV) enforcement of TLRN parking and stopping regulations in February 2005.

This unique combination of visible uniformed street patrol officers and camera enforcement is used to ensure compliance with parking and other traffic regulations.

In July 2006, the Portable Enforcement Cameras was introduced to complement the existing network of fixed CCTV cameras. This was subsequently followed by the introduction of the Vehicle Mounted Camera in August 2006.

Parking Enforcement of the Transport for London Road Network is in line with the Mayor's Transport strategy and tracks its progress against the following objectives.

- To achieve high level of compliance with traffic and parking controls
- To improve public confidence and support for traffic and parking enforcement.

The rich history of monitoring and analysis of enforcement, consolidated by TfL as new enforcement responsibilities were added, is drawn upon heavily to assess the impact of past enforcement, and to inform expectations of the impact of new enforcement activities.

## Parking Enforcement on the TLRN

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*~Improving traffic flows and reducing congestion on the red route~*

Parking enforcement has contributed to an improved traffic flow and reduced congestion. Data from the three camera enforcement modes and on-street enforcement show an overall improvement in compliance.

The number of illegally parked cars fell by 35% between February 2006 and February 2007.

Red route enforceability was up from 85% in March 2006 to 96% in March 2007

Compliance on red route in residential area increased from **97%** to **98.5%**.

### Portable Enforcement Cameras

Portable enforcement cameras (PECs) are cameras which can be fixed to a site such as lamppost. They have a wireless link to a control vehicle from which 2 staff monitor the camera. They record the contraventions on to video tape, which is passed to Traffic Enforcement officers for review.

PECs have been in operation since July 2006. In the period to March 2007, they have recorded a total of 11,102 contraventions with 93% leading to the issue of a Penalty Charge notice.

PEC is ideal for targeting localised traffic problems and can provide rapid response to contraventions

### On-Street Enforcement

The presence of a uniformed foot patrol on-street enforcement officer serves as a deterrent to drivers who might otherwise choose to park illegally. Offences observed per mile have reduced year on year.

### Vehicle mounted cameras

The vehicle mounted camera (VMC) is a digital traffic enforcement system mounted on a Smart car. It has been developed by Traffic Enforcement and is equipped with automatic number plate recognition cameras, global positioning and DVD recording. The system is then programmed with enforcement details of specific routes and when a contravention is detected, it automatically captures the vehicle's details and images as evidence.

The VMC was deployed in August 2006 and, as at March 2007, it had recorded a total of 4,144 contraventions with 91% leading to the issue of a PCN.

### CCTV Cameras

CCTV cameras are situated at fixed locations, but can be controlled remotely to view the area surrounding the camera. They are operated 'live' (in real time) by an enforcement officer, though the images are recorded simultaneously on to video tape in order to provide supporting evidence. CCTV cameras are used primarily for TLRN offences, as well as yellow box junctions and bus lanes.

From December 2005 to March 2007 inclusive, 301,774 PCNs were issued as a result of camera enforcement of parking regulations across the TLRN as a whole

CCTV enforcement of traffic regulations reduces the level of contraventions and reinforces measures to improve the reliability and punctuality of public transport, to discourage congestion and limit pollution.

## Parking Enforcement Outcomes

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*~Encouraging the free flow of traffic on the network~*

Enforcement outcomes are used to determine the impact of enforcement activities and to ascertain if parking enforcement is on track with its objectives.

### **Total Time Offending**

This is a measure of the total amount of time of illegal parking at a set of survey sites. There were 496 hours of illegal parking in November 2004, reducing to 301 in March 2007.

A comparison with the number of potential contraventions shows that compliance increased from 98% to 99% during the survey period as a whole.

### **Offences per Mile**

This is a measure of the number of offences observed per mile of red route. It counts the number of contraventions on single and double red lines.

Offences observed per mile of Red Route have reduced from 0.74 to 0.54 which represents an improvement of 23% year on year.

### **Parking Compliance**

The Red route has shown consistent growth in compliance reaching 98.5% in 2006/7 Q4.

### **Public Perceptions Surveys: Understanding the Red Routes.**

A public opinion survey of drivers in London in 2005 found that:

- Over three-quarters believed the Red Route restrictions are simply no stopping or parking at all.
- One-quarter were able to name an exception to red route restriction.
- Double red lines are more commonly recognised as Red Route markings.
- Misinterpretation or lack of understanding was high in 'loading', 'disabled' and 'parking' limit signs.

A "Know the Rules" campaign with leaflets explaining the rules and penalties of parking regulations was launched in October 2006. The leaflets were printed in 12 different languages and made available to drivers.

### **Charter Mark**

Charter Mark is the government's benchmark for excellence in customer service and is a registered certification mark of the cabinet office.

Traffic Enforcement Services achieved Charter Mark in December 2006

## At the Forefront of Enforcement

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*~Delivering the maximum sustainable levels of enforcement~*

A number of initiatives have been embarked upon to tackle the some of the more challenging areas of parking enforcement. They include:

- The Blue Badge scheme,
- Digital Traffic Enforcement System,
- London-wide Removals.
- Foreign Vehicles,

### **Blue Badge Scheme**

Blue badges are issued to disabled people to allow priority parking at designated and signposted locations around London. TfL is promoting a database to tackle misuse of the badges.

### **Digital Traffic Enforcement System**

A digital traffic enforcement system is being developed to replace the existing analogue system. The new system will exploit developments in technology and improve the efficiency of the camera enforcement operation.

### **London-wide Removals**

TfL needs an effective and responsive removal service to discharge its duties under the Traffic Management Act and to deliver the Mayor's Transport Strategy. London-wide removals will enable TfL to provide a real time service to remove obstruction that causes delay and congestion.

### **Foreign Vehicles**

Enforcement using PCNs depends upon being able to identify the vehicle keeper's name and address. For vehicles registered outside the UK, this information may not be available. Consequently, enforcement action cannot be taken against foreign registered vehicles unless the vehicle is clamped and removed.

There were 4,028 contraventions by foreign vehicles from November 2006 to March 2007, representing some 1.2% of the total number of contraventions during this period.
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Traffic Enforcement is working in partnership with SPARKS to identify legal solutions to enable traffic authorities pursue payment of penalty charges across EU borders.

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This is a summary of the full report, which reviews parking enforcement operations and the impact parking enforcement activities have on the Transport for London Road Network.

Produced by TPED Traffic Enforcement, Transport for London.

**Transport Policing and Enforcement Directorate**

**Transport for London, Windsor House, 50 Victoria Street, London SW1H 0TL**

Email: **TEinformation@tfl.gov.uk**

Website: [www.tfl.gov.uk](http://www.tfl.gov.uk)