

EASTSUFFOLK
C O U N C I L

Parking Services

Annual report for 2020 to
2022: Civil Parking
Enforcement in East Suffolk

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It is important that the public understands why an authority has introduced civil parking enforcement... supporting wider transport objectives, in particular keeping traffic moving, rather than raising revenue.

Guidance for local authorities on enforcing parking restrictions

Secretary of State for Transport

Introduction

“Though parking and traffic enforcement attracts considerable interest from the public, the media and other external interest groups, it is the financial aspects surrounding it that provoke the strongest feelings. There is a strong perception that enforcement acts as a ‘cash cow’ for local authorities.” *(David Leibling Transport Consultant Member, PATROL PARC Review Group)*

The conclusion of the Transport Committee from its 2013 report into civil parking enforcement is still applicable:

“Greater transparency is essential to ensure that the public can see how local authorities are spending funds from both parking charges and enforcement activity. Local authorities must work harder to dispel any misunderstandings on parking finance. Annual reports are a key part of this, and all local authorities should produce them.”

Following partnership work with Suffolk Police, Suffolk County Council, and district authorities across Suffolk, East Suffolk Council was delegated functions for the administration of Civil Parking Enforcement in the district of East Suffolk.

The Civil Enforcement of Parking Contraventions Designation Order 2020 applies for the county of Suffolk, which includes the district of East Suffolk. The Order enabled the commencement of Civil Parking Enforcement from 6th April 2020 and due to the global pandemic, East Suffolk Council (the Council) began administering Civil Parking Enforcement 25th May 2020.

This annual report covers the financial years from April 2020 to March 2022. It includes financial information and data required for publication by the Road Traffic Regulation Act 1984 and The Transparency Code 2015 in its appendix.

Legislation

The [Road Traffic Regulation Act 1984](#) (RTRA) is a primary piece of legislation enabling the regulation of the highway network. The Highway Authority makes traffic regulation orders, abbreviated to and known as TROs, and these regulate highway and kerb-space use. TROs are made for road user safety and traffic flow reasons, as well as for balancing parking demand. Drivers may not always understand why highway regulations have been installed, but they must recognise these are law and always comply with them as such. TROs are mostly made under the provisions of the RTRA, but other legislation sometimes applies.

Civil Enforcement Officers (CEOs), more typically known as traffic wardens, patrol kerb-space management regulations to ensure drivers are parked in accordance with the law. Penalty Charge Notices (PCNs), also known as parking fines, are served upon vehicles observed in contravention of regulations such as yellow lines or time-limited waiting bays; this is commonly referred to as 'parked illegally'. Many drivers are upset at receiving a PCN, but PCNs are easy for drivers to avoid – they simply need always to park legally. Drivers in receipt of a PCN will often say “but I was only a minute” perhaps forgetting that they still chose to break the law, regardless for how long. Many drivers comply with highway law and never receive a PCN.

Penalty charges

With Civil Parking Enforcement (CPE) administration, penalty charges are set by legislation, namely Statutory Instrument No. 3487 – The Civil Enforcement of Parking Contraventions (Guidelines of Levels of Charges) (England) Order 2007.

The legislation designates different contraventions and penalty levels, higher (£70) or lower (£50). The higher penalty is used for contraventions that are safety related or have a significant impact on a particular type of highway user, for example, yellow lines where a vehicle parked illegally will increase the risk of harm to others or create congestion; or across a dropped kerb where pedestrians will be prevented from crossing the road safely.

Table 1 of Appendix A details the number of higher a lower level PCNs served by CEOs during financial years 2020/21 and 2021/22.

CPE process

The CPE process is a legislative one that is supported by numerous pieces of legislation, including:

- [Traffic Management Act 2004](#)
- [SI 3482: The Civil Enforcement of Parking Contraventions \(England\) Representations and Appeals Regulations 2007](#)
- [SI 3483: The Civil Enforcement of Parking Contraventions \(England\) General Regulations 2007](#)

- [SI 3487: The Civil Enforcement of Parking Contraventions \(Guidelines on Levels of Charges\) \(England\) Order 2007](#)
- [Statutory guidance: Guidance for local authorities on enforcing parking restrictions](#)

Drivers do not need to know any of this legislation and will avoid the CPE process if they use the highway in accordance with [The Highway Code](#) and the [Blue Badge scheme](#), where they hold a valid Blue Badge. There is also much information available for drivers on the [British Parking Association](#) and [PATROL – Parking and Traffic Regulations Outside London](#) websites. PATROL is the organisation legally designated with the responsibility for administering the third and final right of appeal within the CPE process; the [Traffic Penalty Tribunal](#) (TPT) is the independent adjudication service that considers the evidence of the Enforcement Authority and that of the driver to determine if the contravention occurred, that is to say, if the law was broken and if the penalty charge is due, that is to say, if the parking fine must be paid.

Table 2 of Appendix A details the number of appeals to the traffic penalty tribunal.

Contravention codes

PCNs may be served for many parking contraventions. Schedule 7 of [Traffic Management Act 2004](#) defines road traffic contraventions subject to civil enforcement, and there is a full list of [Contravention Codes](#) available on PATROL's website.

Table 3 of Appendix A details the top reasons in 2020/21 and 2021/22 for the serving of PCNs in East Suffolk for both on-street regulations and off-street parking places (car parks).

Table 5 of Appendix A details both on-street regulations and off-street parking places where the most PCNs were served.

Opportunities for a parking services review

Throughout 2019, East Suffolk Council prepared itself for administering CPE and decisions were guided by the emerging themes of the [East Suffolk Strategic Plan \(2020-2024\)](#). Whilst CPE was new for East Suffolk Council, it had been around in other parts of the country for about thirty years. Therefore, the Council simply had to look to practices elsewhere and adopt the most suitable ones for its new parking services operations.

There was much to review for the Council's former 'Car Parks' service prior to the acceptance of delegated CPE related functions from SCC. Cabinet considered a report 4th February 2020 named [Parking Services: Parking Management and CPE](#) which recommended a new approach to parking management and enforcement for the Council. The customer-centric approach considered three key components:

1. Off-street parking (Car park) ticket options and fees.
2. The administration processes for issuing permits, exemptions, special arrangements, and season tickets for both on-street and off-street parking management solutions.
3. The systems for delivering the various parking services available at that time, and those expected because of commencing CPE administration.

The 'Car Parks' service was complicated for customers to understand and navigate because several paper-intensive processes were operated alongside each other by several organisations. The new 'Parking Services' operation properly defined its responsibilities and the processes for administering its services. Understanding the requirements of those making-up communities, including individuals, groups, and organisations, as well as the flexibilities and constraints of legislation, systems, and best practice, meant the Council was able to complete much work to be ready for parking management in the context of CPE administration.

Additionally, the parking services operation had the opportunity to be set-up to maximise its contribution to the 'Delivering Digital Transformation' theme of the [East Suffolk Strategic Plan](#).

1. Parking ticket fees

There were more than fifty different fees and more than one hundred and thirty special arrangements prior to CPE. The array of ticket types created geographic inequality across the district and influenced driving and parking practices harmful to the environment. The new ticket types decided upon (and detailed in the table below) were informed by the work of the Council's Economic Development team's 'People & Places: Revitalising East Suffolk Towns' project which provided evidence-based place management. This enabled accessibility and connectivity to be determined and inform how parking management could be used as part of a package of measures to positively influence the economic success of each town. Town visitor dwell times were considered and a 30-minute ticket for convenience trips lasting less than thirty minutes; the 2-hour and 4-hour tickets for leisure/shopping trips; and the daily ticket for workers and residents were made available. Monthly and annual tickets provide significant savings on the daily ticket for drivers parking most frequently. The Council's parking places have specific options depending upon their location, purpose, and level of demand.

Ticket type	Lower tariff	Higher tariff
30-minute	Free	Free
2-hour	£1	£1.50
4-hour	£2	£3
Daily	£4	
Monthly	£65	
Annual	£650	

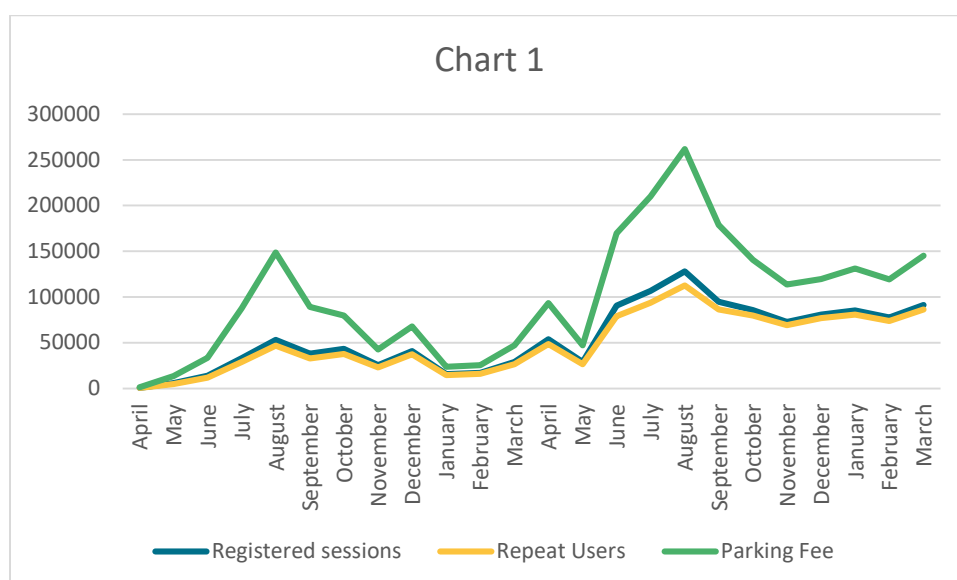
The 30-minute ticket was to be available only where towns had no or minimal time-limited on-street parking, but the global pandemic influenced councillors to introduce it in all town centre car parks.

This was probably the most noticeable change for parking management in 2020/21 and the Council reduced or kept the same 73.3% of the fees as part of this review process.

Many thought the RingGo cashless parking service and mobile phone app was new to East Suffolk in 2020/21, however it had been available for all drivers since 2012 (2009 including the trial period) in the former East Suffolk Council areas of Suffolk Coastal District Council and

Waveney District Council. The Council worked with RingGo to install newly branded signs to raise the profile of the RingGo service, which helped to increase RingGo usage from about 3.5% of total ticket sales in 2018/19 to more than 50% in 2021/22. The mobile phone app and interactive voice recognition (IVR) services are significantly more convenient and reliable than paying with cash at the pay-and-display machine, and more than 98% of drivers continue to use the RingGo services after their first time.

Chart 1 illustrates the monthly trend in RingGo sessions throughout 2020/21 and 2021/22. It reveals the significant increase in RingGo sessions from typically less than 150,000 sessions each year prior to 2020, to 315,000 sessions in 2020/21, to more than 1.2 million sessions in 2021/2022. Chart 1 also illustrates that almost all registered parking sessions are from repeat RingGo users, and the data reveals more than 34,000 drivers extended their parking sessions to stay longer than initially intended. Given the parking fee amounts, Chart 1 also illustrates increased dwell times in the summer peaks especially, and that RingGo tends to be used for the higher parking fees.



2. Administration processes

The second most noticeable change was the administration of different types of permits, exemptions, and dispensations, and season tickets for car parks were also included in this element. There were many application processes provided by different council services, their partners, and even voluntary and healthcare organisations, and there was no live database of valid parking permissions and/or arrangements that the 'car park inspectors' had access to. All permit, exemption and dispensation application processes are now administered by one team using one system which the CEOs' patrolling software has real-time connection to. The application processes are fully digital providing 24/7 self-serve functionality. Of course, processes are in place so those without internet capability can still access the services they need.

The car park 'season-ticket' options were migrated to the RingGo service along with the other ticket options. Drivers can now purchase the ticket they require at the time of parking, whereas previously, they needed to complete an application process with a few stages.

All the special arrangements were rationalised and standardised providing equity across the whole district. Information is provided via the [Permits, exemptions and dispensations](#) web page, and all are administered via a portal. Options include Resident permits, Health and social care permits, Trade dispensations, Resident exemptions, Highway Authority waivers, and Off-street and On-street parking suspensions.

The table below provides information about the types of permits, exemptions and dispensations administered by the Parking Services team for the last two financial years.

Permit/Exemption type	2021/22	2020/21
Resident Visitor Vouchers	273	384
Ravensmere East (Off-street) Permit	17	18
Resident Permit	435	877
Visitor Voucher eligibility	157	132
Trade Dispensation	486	163
Carer Voucher eligibility	27	17
Resident Exemption	157	167
Visitor Scratchcards (Book of 30)	46	5
Total permits and exemptions issued	1598	1763

3. Systems for delivering parking services

Taranto

Software systems for efficiently and effectively administering parking services must include modules for permit management, the legal process for PCN administration, and interfaces with the DVLA registered keeper database, cashless parking solutions, payment machine management systems, TPT, and enforcement agent services. Following market engagement, the Council chose one of the four leading digital solution providers employing a system named Taranto. Taranto provides the permit management and PCN administration solution, including customer portals enabling applications for permits, exemptions, and dispensations; and evidence viewing, appeals and payment facilitation. The portals provided access for more than thirty thousand customers in 2021/22.

RingGo

The car parking service is most accessed, so systems need to facilitate 'frictionless parking events'. This means parking services should be convenient for drivers, which includes navigating to car parks, paying for parking sessions, and extending them without returning to their vehicle when trips become longer than initially planned. Mobile phone apps are the most convenient way for many to complete these tasks. In 2019, RingGo was the market leader with more than fifteen million registered users and used by local authorities and private car park operators in nearly five hundred towns and cities in the U.K. Additionally,

RingGo had been available in the former administrative local authority areas that made up East Suffolk since 2009, so it was logical to make better use of the RingGo service. The Council worked with RingGo to re-launch the cashless parking solution and new signs were installed to raise awareness of it. Despite being available for the Council's car park customers for ten years, less than 150,000 of the 2.8 million parking sessions were registered via RingGo each year; however, the re-launch of the RingGo solution in 2020 has seen an increase in RingGo sessions to more than 1.2 million of the 2.6 million parking sessions registered in 2021/22. Additionally, the RingGo mobile phone app allows the Council to notify drivers about car park changes, so they may make decisions in advance of their trip, which prevents frustrations when arriving at a car park only to find it closed in support of an event or initiative.

Flowbird

The former administrative local authority areas that made up East Suffolk invested in Parkeon coin-only pay-and-display machines in 2016. Drivers had to make sure their parking tickets were correctly displayed, but many failed to, so parking fines were issued for 'face-down' and 'fluttering' tickets. In 2020, the machines were upgraded with keypads enabling drivers to enter their vehicle registration number, which enabled Flowbird data to be interfaced with Taranto. Whilst machines facilitate only a ticket for a parking session, the interface means drivers should no longer receive parking fines for 'face-down' and 'fluttering' tickets because CEOs are informed of valid parking sessions via their patrol software.

With Taranto providing real-time permits, exemptions, dispensations, and suspensions, in addition to real-time parking sessions via interfaces with RingGo and Flowbird, drivers are less likely to receive a parking fine for not correctly displaying a permit or ticket.

Website

In recent times, public sector agencies and organisations have been extending services' access with self-serve channels via the internet. Adopting best practice, the Council did the same and introduced new web pages to assist with the delivery of the Council's new parking management and enforcement services. The [Parking services](#) landing page links to the following websites and web pages:

- [The Way To Go Suffolk](#) website provides travel information and a journey planner tool.
- [Civil parking enforcement](#) details the responsibilities for East Suffolk Council and provides a link to '[Report a suspected parking contravention \(illegal parking\)](#)'.
- [Traffic regulation orders](#) which explains what one is and provides a link to the '[Suffolk Traffic Orders \(suffolktraffweb.uk\)](#)' website which is a mapping tool for all the kerb-space management regulations in the county.
- [Parking fines](#) summarises the legislation and enables those who have received one to 'View the evidence and pay or 'appeal' a PCN'.
- [Permits, exemptions and dispensations](#) provides details and links to the permit portal for applications of the same.

- [Parking management schemes](#) confirms organisational responsibilities for considering requests for kerb-space management and provides a survey for requesting schemes from East Suffolk Council.
- [Car Parks](#) provides links to the off-street parking places Order; information about the RingGo app through which locations and navigation can be seen and payment of the appropriate fee made; and links to the relevant committee reports about the process followed for setting parking fees.
- [Nuisance parking](#) summarises the capability of the Environmental Protection team to intervene and provides a little information about parking on footways and verges.
- [Larger vehicles and campervans](#) confirms which car parks can accommodate them and provides links to campsite websites.
- [Data and information](#) provides information about parking fines and finances associated with parking management and enforcement.

Conclusion

The introduction of CPE administration to East Suffolk changed the way in which the Council delivers its parking services. Collectively, the changes and CPE administration have effected different parking practices and better compliance with parking law; however, the benefit of the changes are still to be fully realised because the global Coronavirus pandemic significantly impacted the population's lifestyles, especially regarding access to work, leisure, and retail.

The Council will continue to monitor parking demand against supply in its car parks, and compliance of on-street parking management regulations. If changes are considered appropriate, the Council will work with the relevant organisations to improve road user safety, prevent obstruction, and balance parking demand.

Appendix A

Table 1: Penalty Charge Notices (PCNs) issued and paid

	2021/22	2020/21
On-street: Number of higher-level PCNs served	8437	10231
On-street Number of lower-level PCNs served	2801	2115
Off-street: Number of higher-level PCNs served	790	56*
Off-street: Number of lower-level PCNs served	18862	922*
Total PCNs issued	30890	13324
<p><i>*On-street PCNs were served from 25th May 2020 following a delay by the first lockdown for the global pandemic. The Council ceased the enforcement of the rules and regulations in its off-street parking places to support those socially isolating at home and those making essential trips, especially those administering health and care services in the community. CPE administration in off-street parking places did not fully recommence until 1st November 2020.</i></p>		
Number of PCNs paid	22121	9661
Percentage of PCNs paid	72%	73%
Number of PCNs paid at a discount rate	19445	8599
Percentage of PCNs paid at a discount rate	63%	65%
Number of PCNs against which an informal challenge or representation was made	4870	2495
Number of PCNs cancelled as a result of an informal challenge or representation being successful	2412	977
Number of PCNs written off for other reasons (e.g. an error by the Civil Enforcement Officer or driver untraceable)	470	96
Percentage of PCNs cancelled or written of	9%	7%
Number of vehicles immobilised	-	-
Number of vehicles removed	-	-

Table 2: Appeals to the Traffic Penalty Tribunal

	2021/22	2020/21
Total PCNs served by council	30890	13324
PCNs appealed	33	15
Rate of appeal	0.1%	0.1%
Appeals allowed	20	13
Appeals dismissed	7	2
Appeals allowed as % of appeals submitted	60%	87%

Table 3: Top 10 reasons for PCNs being served

On-street

Contravention code and description		Level	2021/22	2020/21
01	Parked in a restricted street during prescribed hours	Higher	3929	5784
30	Parked for longer than permitted	Lower	2676	2039
02	Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force	Higher	982	970
16	Parked in a permit space or zone without a valid virtual permit or clearly displaying a valid physical permit where required	Higher	719	421
27	Parked in a special enforcement area adjacent to a footway, cycle track or verge lowered to meet the level of the carriageway	Higher	568	376
23	Parked in a parking place or area not designated for that class of vehicle	Higher	519	438
25	Parked in a loading place or bay during restricted hours without loading	Higher	489	818
40	Parked in a designated disabled person's parking place without displaying a valid disabled person's badge in the prescribed manner	Higher	473	474
45	Stopped on a taxi rank	Higher	193	247
26	Parked in a special enforcement area more than 50 cm from the edge of the carriageway and not within a designated parking place	Higher	135	-

Off-street

83	Parked in a car park without clearly displaying a valid pay & display ticket or voucher or parking clock	Lower	8478	96
73	Parked without payment of the parking charge	Lower	7568	1310

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82	Parked after the expiry of paid for time	Lower	1530	94
86	Not parked correctly within the markings of a bay or space	Lower	1096	40
87	Parked in a designated disabled person's parking place without displaying a valid disabled person's badge in the prescribed manner	Higher	386	26
91	Parked in a car park or area not designated for that class of vehicle	Higher	128	23
81	Parked in a restricted area in a car park	Higher	84	5
92	Parked causing an obstruction	Higher	78	-
95	Parked in a parking place for a purpose other than that designated	Lower	62	-
89	Vehicle parked exceeds maximum weight or height or length permitted	Higher	50	-

Note: All the Council's off-street parking places were free and un-managed for much of 2020 due to the global pandemic, and all have been managed since November 2020.

Table 4: Parking spaces

	2021/22		2020/21	
	On-street	Off-street	On-street	Off-street
Number of spaces	867	7019	867	7019

Table 5: Streets with the largest number of PCNs served

Street	2021/22	2020/21
1 Hamilton Road, Felixstowe	581	193
2 Cumberland Street, Woodbridge	372	50
3 Cobbold Road, Felixstowe	340	284
4 Surrey Street, Lowestoft	325	495
5 High Street, Aldeburgh	309	133
6 London Road South, Lowestoft	258	358
7 Market Hill, Woodbridge	225	163
8 Grove Road, Lowestoft	221	323
9 Thoroughfare, Woodbridge	218	84
10 Undercliff Road East, Felixstowe	211	290
- St Marys Street, Bungay	144	287
- Marina, Lowestoft	165	213
- High Street, Lowestoft	86	184
- Bevan Street East, Lowestoft	47	176

Note: The number of PCNs served depends on the length of the street, as well as the number of potential parking contraventions and the likelihood of drivers choosing to break the law there. The grey rows were in the top ten streets for 2020/21 but were not for 2021/22 – they are included simply for comparison.

Off-street parking place	2021/22	2020/21
1 Hamblin Road (1), Woodbridge	637	71
2 Deben, Woodbridge	580	83
3 Landguard, Felixstowe	414	97
4 Southwold Pier Parking Place, Southwold	404	1
5 Oak Lane Parking Place, Woodbridge	398	65
6 The Station, Woodbridge	384	68

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7	Royal Green, Lowestoft	340	69
8	Felixstowe Pier Parking Place, Felixstowe	334	0
9	Thoroughfare Parking Place, Halesworth	281	2
10	Nicholas Everitt Park Parking Place, Oulton Broad	249	0
-	Blyburgate, Beccles	202	85
-	Sizewell Beach, Sizewell	197	66
-	Newgate, Beccles	194	62
-	Manor Terrace, Felixstowe	129	60

Note: All the Council's off-street parking places were free and un-managed for much of 2020 due to the global pandemic, and all have been managed since November 2020. The grey rows were in the top ten parking places for 2020/21 but were not for 2021/22 – they are included simply for comparison.

Table 6: Financial

Income

	2021/22		2020/21	
	On-street	Off-street	On-street	Off-street
Parking payments	-	3335901	-	2021326
Parking permits	60597		37729	-
PCNs	347443	191041	345962	36926
Blue Badge application fees	-	-	-	-
Other	-	-	-	-
Total	408040	3526942	383691	2367288

Expenditure

	2021/22		2020/21	
	On-street	Off-street	On-street	Off-street
Enforcement	708720	390071	958171	30229
Administration	261271	143800	526004	56143
Maintenance	-	51189	-	90467
New parking schemes	-	-	-	-
Capital borrowing costs	-	-	-	-
Total	969991	585060	958171	702843
Surplus (+)/deficit (-)	-561951	+2941882	-574480	+1664445

Table 7: Application of the surplus

In England, the use of surplus on-street parking account is set out in Section 55 of the Road Traffic Regulation Act 1984, as modified by Regulation 25 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007.

The surplus can be used for the following purposes:

- Making good any historic deficits in the parking account.
- Providing off-street parking.
- Providing public transport.
- Improving roads.
- Environmental improvements.

In both 2020/21 and 2021/22, the Council did not make a surplus from civil parking enforcement. The statutory guidance confirms it should be a cost-neutral service and that deficit must not be made up from council revenue such as council tax.

In 2020/21 and 2021/22, £1,149,930 and £904,781 of the Council’s off-street parking places fees revenue was used to cover the deficit for civil parking enforcement.

The Council’s off-street parking places revenue also contributed to the following enhancements and service provisions:

	2021/22	2020/21
Signs replacement programme	-	80000
Lining enhancements	46358	43856
Parks and open spaces	1242132	786500
Public conveniences	584182	547700
Free parking: Remembrance Sunday parades	-	-
Free parking: Towns’ Christmas lights switch-on events	-	-
Free parking: Shop local for Christmas	-	-
Outdoor Leisure (sports grounds, beach safety, & Royal Plain Fountains)	1074481	1102200

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And the off-street parking place revenue helped support the hosting of the following:

	2021/22	2020/21
Mobile breast screening	-	-
Police community support and intervention initiatives	-	-
Homeless persons support bus	-	-
Mobile banking units	-	-
Markets and community events	-	-
Network Rail upgrades and improvements works	-	-
Coastal management and flood defence works	-	-
Covid PCR testing and vaccination centres	-	-

Table 9: Bus Lane and moving traffic contraventions

England: The use of surpluses is set out in Regulation 36 of The Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005.

Bus lane contraventions include driving in a bus lane and entering a bus gate when prohibited.

Moving traffic contraventions refer to actions such as stopping in a yellow box junction or making a prohibited turn.

East Suffolk Council does not administer civil parking enforcement in respect of bus lane and moving traffic contraventions, but this section is included in the annual report for completeness.

Number of PCNs

Bus lanes	2021/22	2020/21
Total PCNs served by council	Not applicable	Not applicable
PCNs appealed	Not applicable	Not applicable
Rate of appeal	Not applicable	Not applicable
Appeals allowed as % of appeals submitted	Not applicable	Not applicable

Moving traffic	2021/22	2020/21
Total PCNs served by council	Not applicable	Not applicable
PCNs appealed	Not applicable	Not applicable
Rate of appeal	Not applicable	Not applicable
Appeals allowed as % of appeals submitted	Not applicable	Not applicable

Major locations where contraventions occurred

Bus lanes	2021/22	2020/21
Not applicable		

Moving traffic	2021/22	2020/21
Not applicable		

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Financial

	2021/22		2020/21	
	Bus lanes	Moving traffic	Bus lanes	Moving traffic
Income	Not applicable	Not applicable	Not applicable	Not applicable
Expenditure	Not applicable	Not applicable	Not applicable	Not applicable
Surplus/deficit	-	-	-	-

Table 10: Additional information

PCNs by town/village: On-street

Town/village		2021/22	2020/21
1	Lowestoft	3791	-
2	Felixstowe	2592	-
3	Woodbridge	1374	-
4	Beccles	661	-
5	Southwold	579	-
6	Aldeburgh	555	-
7	Bungay	372	-
8	Framlingham	222	-
9	Covehithe	185	-
10	Saxmundham	171	-
11	Halesworth	147	-
12	Leiston	122	-
13	Orford	76	-
14	Martlesham	52	-
15	Melton	47	-
16	Oulton	34	-
16	Walberswick	27	-
18	Thorpeness	26	-
19	Wickhammarket	23	-
20	Kesgrave	21	-

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PCNs by town/village: Off-street parking place

Town/village	2021/22	2020/21
1 Woodbridge	4906	-
2 Felixstowe	4338	-
3 Lowestoft	1870	-
4 Aldeburgh	1536	-
5 Southwold	1412	-
6 Beccles	1220	-
7 Halesworth	826	-
8 Oulton Broad	734	-
9 Bungay	640	-
10 Leiston	498	-
11 Thorpeness	448	-
12 Sizewell	394	-
13 Wickham Market	250	-
14 Framlingham	238	-
15 Saxmundham	196	-
16 Kirkley	116	-
16 Nacton	8	-
18 Wrentham	2	-
19 -	-	-
20 -	-	-