

## Policy & Resources Committee

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<b>Date:</b>	<b>9 April 2019</b>
<b>Title:</b>	<b>Parking Enforcement</b>
<b>Contact Officer:</b>	<b>Graham Hunt, Town Clerk</b>

### Purpose of Report

1. To provide an update on the latest discussions relating to Parking Enforcement.

### Update

2. At the 30 October 2018 meeting of the Policy & Resources (P&R) Committee, given latest available information, it was resolved that *“Approval be given to Officers (subject to legal feasibility and cost neutrality) to extend the current car parking enforcement operation to include enforcement of 2 hour on-street free parking within Thame Town Centre in a way that is beneficial to the town.”*
3. It was subsequently established (and reported at the P&R Committee meeting on 12 February 2019) that disappointingly, it was not yet legal for the Town Council to take on such enforcement, but that further discussions would be held with Oxfordshire County Council (OCC).
4. A meeting was held with OCC on 26 February 2019, where two possible future options were discussed. Subsequent discussions / communications have established another two options. None of the options are short term measures, so no decision is needed now, but the information is being shared so that consideration can be given in due course.
5. The four options were outlined by the Town Clerk at the Annual Town Meeting, and in summary are:
  - a) Installation of parking ticket machines to issue free tickets for 2 hour on-street free parking. This would be of significant inconvenience, especially to those only stopping briefly (although it could be argued, given the 10 minute grace period, a ticket would only need to be displayed if parking was longer than 10 minutes). There would also be a cost of installing the machines (and an impact on the town fair of additional infrastructure) and in implementing the required Traffic Regulation Order. Some kind of survey could be conducted to establish the appetite for such a scheme in particular hot-spot areas, though it seems unlikely that the costs / inconvenience would outweigh the benefit.
  - b) Wait for decriminalisation to be implemented and then request that the Town Council takes on **all** on-street parking enforcement, on behalf of the District Council, including yellow line infringement etc. This would require the Town Council to prepare a detailed parking strategy (though separate discussions are underway in relation to Thame wide Transport Strategy – which this would be part of). The biggest risk is a dependency on

the District Council devolving the responsibility – there are various reasons why they may want to keep full control themselves, e.g. in terms of revenue opportunities and ensuring the same implementation across the whole District.

- c) Given an increase in police resources through an increased police precept, there is a small chance that the police will in due course increase their resource for Parking Enforcement. Though it seems this is the least likely option.
- d) Wait to see if Newquay Town Council's Sustainable Communities Act initiative – which is seeking parking enforcement powers being directly allocated to Town Councils - would enable legal take on of enforcement responsibility. But there is a possibility that these powers may only relate to paid car parks – not to the abuse of parking problems faced by Thame.