

Civil Parking Enforcement – Frequently Asked Questions

<p>What is Civil Parking Enforcement (CPE)?</p>	<p>CPE is when a local authority takes on responsibility from the police to enforce against illegal parking. This process means parking violations becoming civil offences. In Oxfordshire CPE will apply for on-street parking (roads and highways).</p>
<p>Why do we need CPE?</p>	<p>The effective management of waiting and loading restrictions will allow us to match enforcement to our wider transport strategies.</p> <p>This will mean:</p> <ul style="list-style-type: none"> - Less blocking of major traffic routes by incorrectly parked vehicles. - Reduction in parking in disabled bays by non-badge holders. - Better traffic management and improved parking restrictions. <p>It will:</p> <ul style="list-style-type: none"> - Encourage correct, sensible and safe parking across Oxfordshire. - Reduce congestion on the roads. - Help the emergency services access emergencies. - Make it safer for drivers and pedestrians. - Enable buses to operate more effectively. - Improve air quality, health and the general environment. - Keep Oxfordshire moving.
<p>What is changing?</p>	<p>Under the introduction of CPE, parking enforcement across South Oxfordshire, Vale of White Horse and Cherwell Districts will be taken over from the Police by Oxfordshire County Council. This will result in increased, more consistent enforcement of waiting and loading restrictions, double parking offences and dropped kerb obstructions. CPE is already in effect in Oxford City and West Oxfordshire.</p> <p>The County Council will be responsible for all on street enforcement of parking restrictions and use an enforcement contractor to issue penalty charge notices (PCN's) to vehicles which are parked in contravention of existing restrictions.</p>
<p>What will we enforce?</p>	<p>As well as permit holder parking and on-street pay and display parking, we are also responsible for enforcing:</p> <ul style="list-style-type: none"> • Double and single yellow lines. • Limited waiting bays. • Loading bays. • Zig-zag markings at schools (if restrictions apply) • Pedestrian crossings. • Double parking (parking too far from the kerb). • Blue badge bays • Taxi ranks. • Parking in bus lanes and stops. • Parking across dropped kerbs where there's a crossing point, with or without tactile paving. <p>The police will continue to be responsible for dealing with:</p> <ul style="list-style-type: none"> • Dangerously parked vehicles including where there are no parking restrictions in place such as on bends, brows of hills and junctions. • Obstruction offences – for example pavement with no parking restrictions.

	<ul style="list-style-type: none"> • Moving traffic offences including double white lines, one-way traffic, white hatched areas and box junctions. <p>You can report these issues to the police by calling 101.</p> <p>Parking across dropped kerbs where there's a crossing point and tactile paving, double parking or parking too far from the kerb and parking on zig-zag markings at pedestrian crossings can be enforced by both us and the police.</p> <p>Under Section 94 of the Traffic Management Act 2004, Civil Enforcement Officers are permitted to inspect any Blue Badge displayed in a vehicle. If it is established that the Blue Badge is being misused a PCN will be issued, and the misuse reported which could result in the badge being revoked or prosecution. If a Civil Enforcement Officer detects an offence that would merit seizure of the badge, then authorisation would be requested from the Council.</p>
<p>What are the time scales for implementing CPE?</p>	<p>The Council will look to implement CPE in November 2021.</p>
<p>Which areas will be patrolled and how often?</p>	<p>All areas where there are traffic regulation orders in place will be patrolled, this includes all towns and most villages. An intelligence led approach will be taken to enforcement meaning teams will be focused on areas where illegal parking is having the most impact on road safety and congestion.</p>
<p>Parking restrictions in my area are outdated. How do I get them reviewed?</p>	<p>The improvement in enforcement will create new opportunities for consideration of parking restriction changes and schemes such as Controlled Parking Zones (residents only parking). We expect that initially there will be high demand for such initiatives to be introduced.</p> <p>To manage this demand, requests will need to be prioritised and at this stage we are logging interest to understand the level of resources required to bring forward schemes once CPE is operational. A key aspect of proposals being successfully progressed is funding and any start-up costs would need to be externally funded through either the parish/town, district councils or via developer contributions.</p> <p>If you believe there is support and interest for formal parking restrictions or changes to existing lines, please send the details to us by email, confirming whether any funding has been identified or prior consultations carried out with residents: CPEenquiries@oxfordshire.gov.uk</p>
<p>Where will the money go?</p>	<p>The aim of CPE is to be self-financing. Any extra income after administration and enforcement costs is used to improve local transport. This includes parking improvements, traffic management, better public transport and facilities for pedestrians and cyclists. We will publish an annual report which will detail the level of income we have received, the costs of the scheme and how any surplus was spent.</p>
<p>What will the penalty be for drivers found to be parking illegally?</p>	<p>There are two levels of Penalty Charge:</p> <ul style="list-style-type: none"> - £70 for the more serious offences, e.g. parking on yellow lines - £50 for less serious offences, e.g. overstaying in a limited waiting bay. <p>Both charges are reduced by 50% if paid within 14 days.</p>

<p>When CPE is introduced how will Councillors, Town Councils and the public report park enforcement concerns?</p>	<p>Members of the public, Town Councils and Councillors will be able to report areas and incidents of illegal parking via a dedicated reporting page</p> <p>www.oxfordshire.gov.uk/residents/roads-and-transport/parking/illegal-parking.</p> <p>Officers will investigate and will take enforcement action as required.</p>
<p>What enforcement is currently taking place?</p>	<p>Parking offences in areas that are not currently covered by CPE are a criminal offence (fixed penalty notice) and enforced by Thames Valley Police. In some areas there are local agreements in place with town councils to enforce 'parking places' including pay and display bays and permit holder bays. These agreements will come to an end once CPE is introduced in November and the County Council will be responsible for on street enforcement.</p>
<p>Will the introduction of new residents parking schemes be considered once CPE is introduced?</p>	<p>Permit parking schemes can benefit residents and their visitors in areas where extraneous parking causes a problem. A key factor in their success is enforcement, and the introduction of CPE will open opportunities for new schemes to be considered.</p> <p>Any scheme of this nature is subject evidenced local support and funding. After CPE is introduced, officers at the county council will collate requests for schemes of this nature and seek funding opportunities for new zones to be considered.</p>
<p>Where can I park?</p>	<p>Off street car parking will remain the responsibility of district and town councils. Further information on car parks including operation and tariffs can be found via their individual websites.</p> <p>For on street parking, motorists should always follow the Highway Code and where restrictions apply there will be signs or lines to inform the motorist of the restrictions that apply. The county council is currently working on a project to create an interactive online map where the public can view all current parking restrictions supported by Traffic Regulation Orders.</p>
<p>Why are you introducing pay and display?</p>	<p>The addition element of pay and display parking is to ensure that there is sufficient turnover of parking spaces to allow those who wish to come and shop to do so and meet the objectives of supporting the costs for wider enforcement.</p> <p>To ensure that the new enforcement model for the districts is self-financing there is a requirement to introduce an element paid parking, which we are currently developing in discussions with local Town Councils and County Councillors. Further information on the background is available through the cabinet approval and associated documents which can be located here (item 94/20); https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CIId=115&MIId=5926</p> <p>When considering options to manage on-street parking, there is often concern about the impact that this can have on the economy of town centres and that any increase in the types of control may discourage visitors to the town centre and reduce trade for businesses. However, there is no direct evidence that this is the case and careful kerbside management has proven to support parking for local retail and residents with examples in Abingdon, Wallingford and Henley-on-Thames</p>

<p>Where are you introducing pay and display?</p>	<p>At present, the Council is responsible for managing on-street pay and display parking in Henley-on-Thames, Wallingford and Abingdon.</p> <p>Further sites will be required to support CPE by ensuring its self-funding and operates on a cost neutral basis. Priority locations have been carefully chosen based on a number of factors including their proximity to local retail centres, level of demand and availability of off-street parking.</p> <p>The priority sites fall within the towns of Banbury, Bicester and Thame and subject to final approval, a public engagement exercise on the final proposals will take place in early Autumn where residents and businesses will have an opportunity to give their feedback.</p>
<p>Common parking myths</p>	<p>Here's the truth behind some popular parking myths:</p> <ul style="list-style-type: none"> • Our Civil Enforcement Officers do not get bonuses for issuing tickets. They are paid a salary. • Double yellow lines with double kerb ticks means no waiting at any time. You can, however, stop to let passengers in or out of your vehicle. This includes coaches. • Blue badges do not allow the user to park in a loading bay or close to a junction. • When parked in a loading bay you have to be actively loading. If you have to put items away, you must move your vehicle to a legal parking space. • If you don't comply with the parking restrictions you can be issued with a penalty charge notice at night, on Sundays and on bank holidays. • You cannot park illegally to talk on the phone, go to the toilet, pop to the bank or buy your lunch. <p>Our Civil Enforcement Officers record all vehicle registrations when checking a time-limited parking area. They will only issue a fine if your vehicle breaches the time restrictions.</p>