

Cherwell District Council

Executive

4 September 2017

On-Street Parking Enforcement

Report of Director of Operational Delivery

This report is public

Purpose of report

To consider additional on-street parking enforcement delivered by Thames Valley Police and its funding.

1.0 Recommendations

The Executive is recommended:

- 1.1 To fund Thames Valley Police the equivalent of a full time Police Community Support Officer to undertake on-street parking enforcement across the Cherwell District.
- 1.2 To agree funding of up to £30,000 per annum for this purpose for a minimum of two years.

2.0 Introduction

- 2.1 On-street parking enforcement is a Thames Valley Police (TVP) responsibility in parts of Oxfordshire, including Cherwell where there is no civil parking enforcement regime in place. However, due to limited TVP resources and higher crime and disorder related priorities, illegal on-street parking is regarded as a low priority and therefore attention is paid to it only when other police pressures permit.
- 2.2 Concern has been expressed locally for many years about illegal and inconsiderate on-street parking, most notably in the District's three urban areas but occasionally in some villages particularly where 'A' roads are passing through village centres.
- 2.3 Recent dialogue with TVP has been very positive and has resulted in a proposal to improve this situation with appropriate funding.

3.0 Report Details

- 3.1 Following a request for TVP to consider this with funding from this Council, a proposal has now been received. The nature of the proposal is as follows;

- the full time equivalent hours of a Police Community Support Officer (PCSO) (37 hours) are utilised for parking patrols across Cherwell.
- parking enforcement patrols are conducted across the District in the main urban areas and in villages with known parking difficulties related to 'A' roads.
- the same PCSO does not undertake all parking patrols but that the equivalent hours of their full time role would be distributed amongst PCSOs across the District for use solely to concentrate on parking enforcement.
- hours would be divided according to population size and demand and therefore there would be a greater focus on Banbury and Bicester and determined by the neighbourhood sergeant based on local parking priorities.
- based on a 37 hour per week resource there would not be a daily presence in each urban area but there would be regular patrols each week.
- the times of day and locations where enforcement would be undertaken will vary according to local parking difficulties.
- activity logs will be maintained by TVP which will record the date, time spent on enforcement, location of enforcement, number of tickets issued, ticket numbers and person who carried out enforcement activity. The logs will be used to record all tickets issued, not just those that are issued as part of specific parking hours paid for by the Council.
- a minimum two year commitment is requested by TVP.

3.2 To assist with establishing targeted enforcement, the three urban parishes and Bloxham have been asked for their views about the places and nature of the parking difficulties in parishes/towns. However, it must be noted that TVP can only enforce where the on-street signs and lines permit or where dangerous parking occurs. There will be a need for some areas to have modified signs and lines to enable parking enforcement and, where these are identified, they will be referred to Oxfordshire County Council as the highway authority.

4.0 Conclusion and Reasons for Recommendations

4.1 Additional on-street parking enforcement has for some time been identified as a local issue requiring attention. The proposal for TVP with funding from this Council to undertake this low priority crime function is expected to be welcomed by local councils and the majority of drivers who park off-street or legally on-street.

5.0 Consultation

Banbury, Bicester, Kidlington and
Bloxham Town and Parish Councils

Positive responses received

6.0 Alternative Options and Reasons for Rejection

6.1 The following alternative options have been identified and rejected for the reasons as set out below.

Option 1: To continue this function with no additional resource, meaning this remains a low priority for TVP and only undertaken on an ad hoc basis when other police pressures allow. This is not recommended as it is anticipated that there will be no improvement to the current on-street parking difficulties.

Option 2: The employment of a traffic warden was proposed but the use of a PCSO was an operational preference for TVP.

7.0 Implications

Financial and Resource Implications

- 7.1 TVP has estimated the cost of the proposal to be £28,238. There is no approved budget for this sum but the amount is within the limit on which the Executive have discretion. It is recommended that up to £30,000 per annum be approved for this purpose. Funding is available from general reserves.

Comments checked by:

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Legal Implications

- 7.2 In the absence of a civil parking enforcement regime in Cherwell, TVP have the responsibility for on-street parking enforcement. This proposal is therefore in line with the relevant legislation.

Comments checked by:

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Risk Implications

- 7.3 The most notable risks associated with this proposal sit with Thames Valley Police as it will be carrying out the day to day activities. There could be a reputational risk to the Council in taking the funding initiative over this if public expectation is not met.

Comments checked by:

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8.0 Decision Information

Key Decision

Financial Threshold Met: No

Community Impact Threshold Met: No

Wards Affected

Banbury, Bicester and Kidlington wards & the Adderbury, Bloxham and Bodicote ward.

Links to Corporate Plan and Policy Framework

Cherwell: safe, clean, green

Lead Councillors

Councillor George Reynolds - Deputy Leader with responsibility for off-street parking
Councillor Kieron Mallon - Lead Member for Public Protection and Community Services

Document Information

Appendix No	Title
None	
Background Papers	
None	
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