

Annual Parking Services Report 2022 – 2023



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Introduction

Welcome to Oxfordshire County Council's Annual Parking Report for the financial year 1 April 2022 to 31 March 2023. This report provides an overview of the service, together with key service performance outcomes, statistics, and analysis.

Oxford is an historic and thriving city and as such demand for the limited-on street parking is high. Parking regulations are therefore essential in order that the needs of the residents and businesses of Oxford are met. The enforcement of these regulations ensures that they are effective and that they meet their intended purpose. Such enforcement provides the following benefits:

- It keeps the traffic flowing on main roads and reduces delays to public transport vehicles.
- It ensures that narrow streets don't become impassable to larger vehicles.
- It makes for a safer environment for all road users by ensuring good visibility of moving traffic and protection of crossing points
- Where on-street parking is possible it shares out the available kerb space fairly. This means that short stay parking is more available.
- It gives priority to people living in residential areas within the city by enforcing the residents parking scheme zones to discourage parking by motorists who do not possess residents or visitors parking permits.
- It ensures that areas set aside for specific purposes, such as disabled parking, loading bays, bus stops and taxi ranks are kept available for those drivers who need them.
- It reduces traffic congestion at key times of the day by restricting the availability of all day parking in the city, thereby encouraging those working in the city to use park & ride or other means of travelling to work i.e. cycling or walking.

In order to achieve maximum value from the delivery of enforcement within Oxford, Oxfordshire County Council has used the services of a parking enforcement contractor since 1997. Following a competitive tender in 2019 the current contract was awarded to Conduent.

The contract incorporates the following services: -

- On Street Parking Enforcement
- ANPR Bus Lane Enforcement
- ANPR Moving Traffic Enforcement (commenced February 2023)
- Zero Emissions Zone Enforcement
- Pay & Display Machine Maintenance
- Provision of the IT System

The contract does not include any incentives for Conduent to issue Penalty Charge Notices (PCNs). However, it does include penalties where PCNs have been issued incorrectly.

In order to maintain the desired quality of service the council set Key Performance Indicators (KPIs) for Conduent to adhere to. These include:

KPI 1: Service Commencement

This was to ensure that the IT System, Documentation, Pay & Display tickets and the training of the Civil Enforcement Officers (CEOs) were all complete and in place prior to the commencement of the contract – Conduent met this target.

KPI 2: On street Resource, Supply and Deployment

This performance criterion relates to the quality of the enforcement operation and the provision of the agreed numbers of staff and enforcement patrols.

KPI 3: Responsiveness to County Council instructions and rapid response requests

This performance criterion relates to the rapid response for enforcement attendance from the client during core hours of 7am – 4pm. Also includes prompt response for information relating to complaints or FOI's.

KPI 4: On street CEO performance & Customer Service

This performance criterion relates to CEO training and to PCNs cancelled or voided due to CEO errors. Also includes responses to complaints regarding conduct of CEOs to the Councils Parking team.

KPI 5: ANPR

This performance criterion refers to progressing alerts from the 3rd party ANPR system from the date of capture to operator progression. Also includes updating the ANPR whitelist for urgent requests during core hours.

KPI 6: Contract Management

This performance criterion refers to the attendance of monthly meetings and provision of monthly reports.

KPI 7: Training & Innovation

This performance criterion relates to provision of monthly updates on staff training, welfare & achievements. Also included is the provision of monthly updates on innovation.

KPI 8: IT & Software support

This performance criterion relates to response times for reported problems/issues with Sidem, the bespoke parking IT system

Penalty Charge Notices

Within Oxfordshire we issue Penalty Charge Notices (PCNs) for the following:

On Street

Oxfordshire County Council has been responsible for the on-street parking enforcement within the Oxford City since February 1997 when the Secretary of State for Transport granted orders allowing the decriminalisation of on-street parking (i.e. it is no longer the responsibility of the police). Decriminalised Parking Enforcement (DPE) was carried out under the Road Traffic Act 1991. On 31st March 2008 the Traffic Management Act (TMA) 2004 came into effect replacing the Road Traffic Act 1991. DPE became known as Civil Enforcement.

An application to create new special enforcement areas (SEAs) in partnership with Cherwell, South Oxfordshire and Vale of White Horse District Councils was submitted to the Department for Transport. This means parking offences in those areas that were typically enforced by the police have now become the responsibility of Oxfordshire County Council. This was approved and enforcement in the 'Districts' commenced from November 2021.

Bus Gates/Lanes

In 1999, as part of Oxford Transport Strategy, a series of restriction points were implemented i.e. bus lanes/gates, which meant that between certain times, only buses and taxis are permitted through. This provides priority access to local buses (including the Park and Ride services), reducing journey times for bus passengers traveling into the city centre. The informal term bus gate is used nationally to differentiate this type of restriction (i.e. a restricted entry point across part or all of the carriageway) from the more widely used bus lanes that run adjacent to the kerb.

Oxfordshire County Council took over the enforcement of the restrictions in Oxford City from Thames Valley Police on 26th February 2007 when it ceased to be a criminal offence. The power to operate camera enforcement of bus lanes derives from the Transport Act 2000. This allows any local authority in England already operating Civil Parking Enforcement (CPE) to apply for permissions to enforce bus lanes under the civil process. This legislation enables Oxfordshire County Council to Enforce.

Zero Emission Zone (ZEZ)

The ZEZ is an area where zero emission vehicles (such as fully electric motorcycles, cars and vans) can be used without incurring a charge but where other motor vehicles may be charged.

All petrol and diesel vehicles, including hybrids, incur a daily charge if they are driven in the zone between 7am and 7pm unless they have a 100 per cent discount or exemption. Under powers conferred by part 3, and schedule 12 Transport Act 2000,

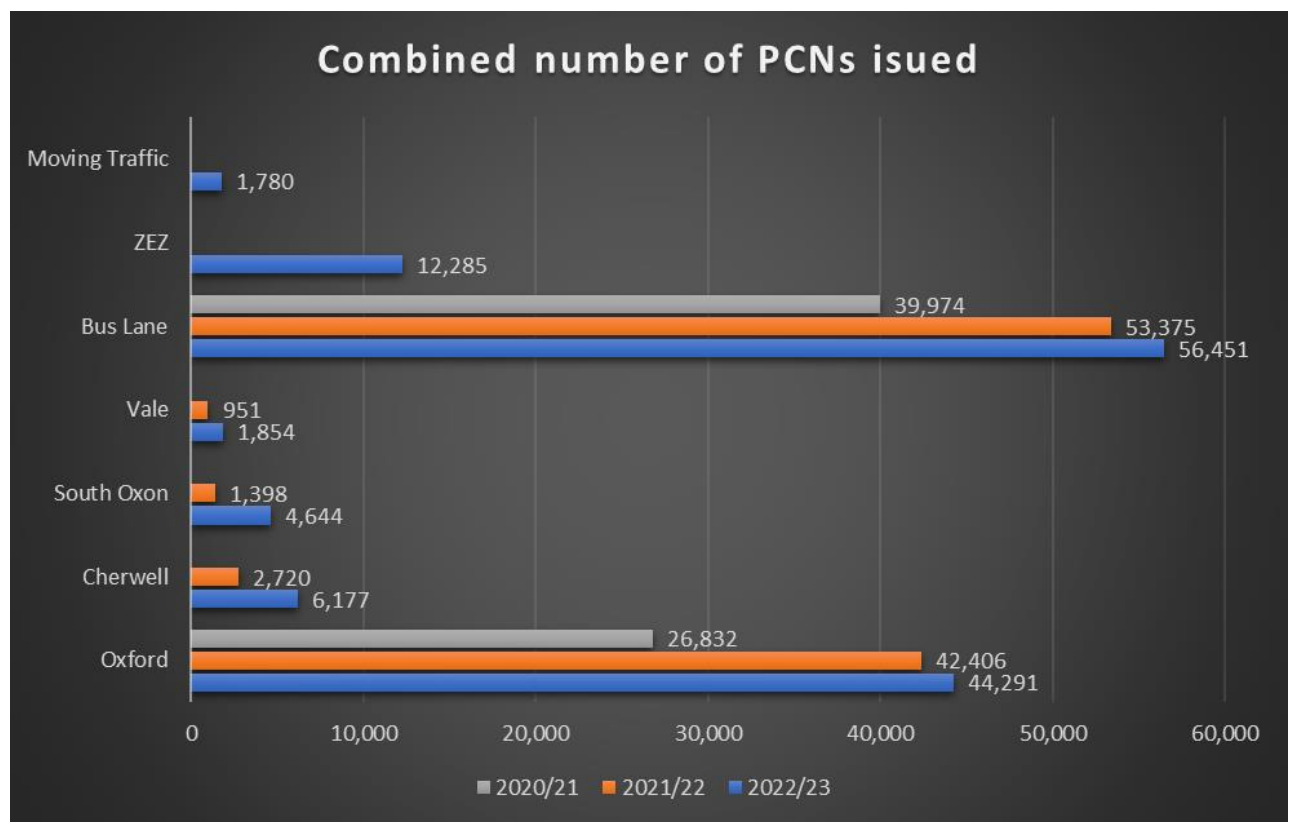
local authorities can introduce by order road charging schemes to support the objectives of local transport plans. Enforcement commenced in February 2022.

Moving Traffic

Local authorities in England outside of London have received powers to enforce moving traffic regulations under Part 6 of the Traffic Management Act 2004 (TMA). This means that those authorities who already have Civil Enforcement powers for parking and bus lanes, which Oxfordshire County Council does, will be able to introduce measures to enforce moving traffic restrictions. On 15th July 2022 Oxfordshire County Council adopted powers previously held by the Police which allows enforcement of moving traffic offences. These powers make full use of Part 6 of The Traffic Management Act, 2004.

ANPR enforcement cameras have been placed at sites where historical data suggests there is a problem with vehicles which contravene driving restrictions creating potential dangers to both pedestrians and other road users. Enforcement commenced on 20 February 2023.

Below is a chart detailing the number of PCNs issued for each of the above areas. 3 years have been included for comparison.



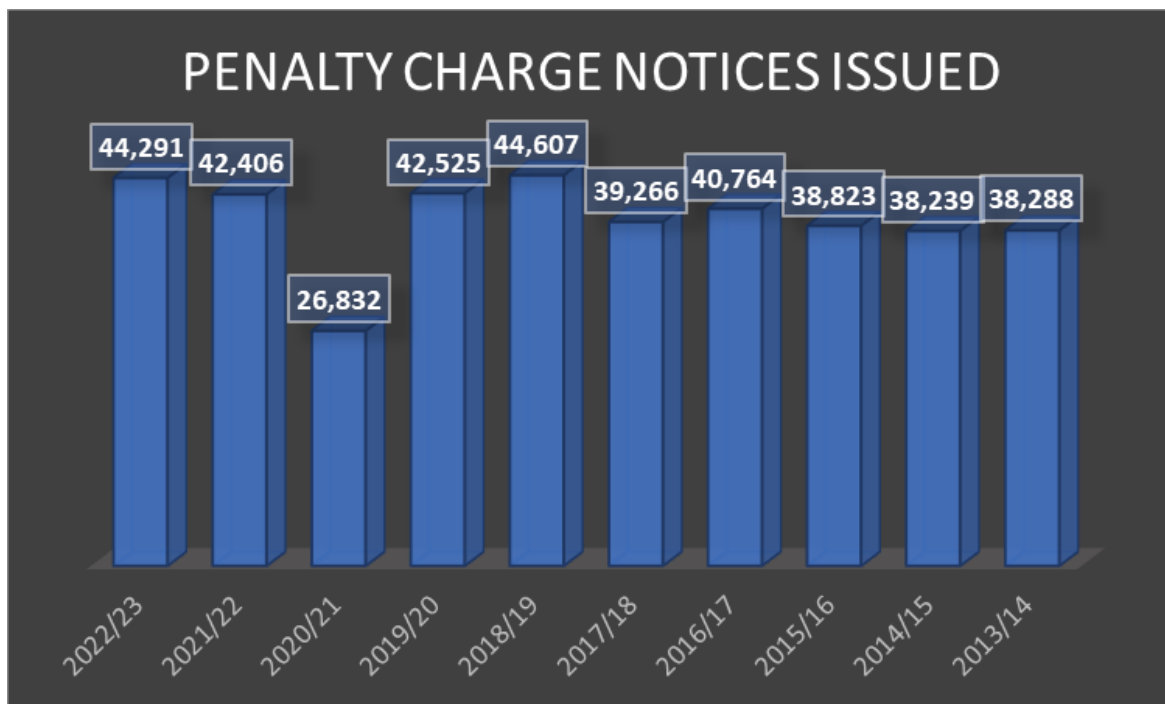
More detailed information for each area is show on the following pages.

On Street Penalty Charge Notices (PCNs) issued in 2022/2023

Oxford

44,291 PCNs were issued during 2022/2023.

The chart below shows the number of PCN's issued from 1 April 2022 to 31 March 2023. Previous years have also been included for comparison.



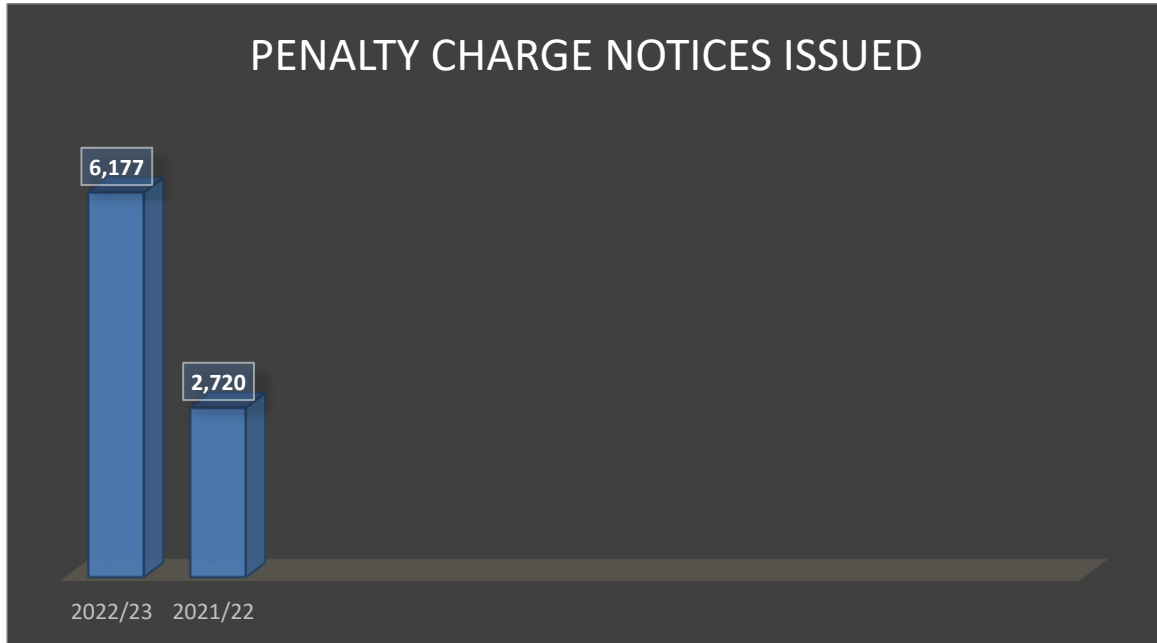
The 5 most common reasons for vehicles being issued a PCN for a parking contravention in 2022/2023 were:

Contravention type	PCNs issued
16-Parked in a residents parking bay without a valid permit	12,557
01-Parked on waiting restrictions shown by a single or double yellow line	8,470
30-Staying in a time limited free parking bay for longer than allowed	7,746
06-Parked in a pay & display bay without a valid ticket clearly displayed	6,386
40-Parked in a designated disabled persons parking place without displaying a disabled badge	1,987

Cherwell

6,177 PCNs were issued during 2022/2023

The chart below shows the number of PCN's issued from 1 April 2022 to 31 March 2023. Last year has also been included for comparison (from November 2021).



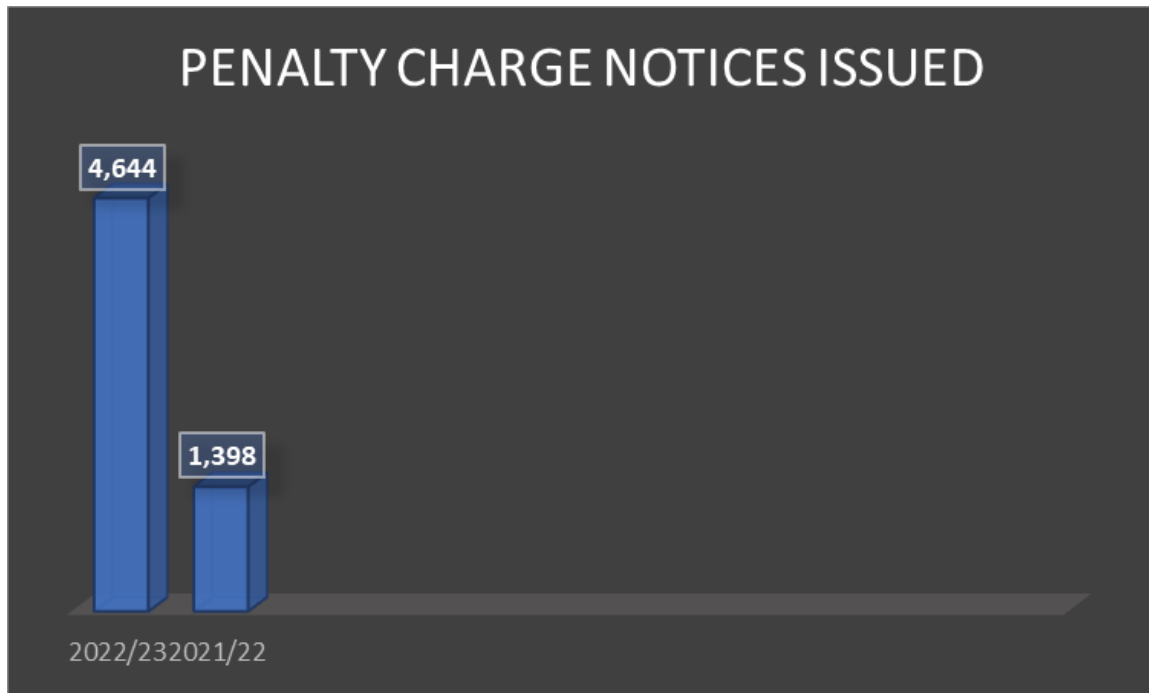
The 5 most common reasons for vehicles being issued a PCN for a parking contravention

Contravention type	PCNs issued
01-Parked on waiting restrictions shown by a single or double yellow line	3,960
40-Parked in a designated disabled persons parking place without displaying a disabled badge	1,355
23-Parked in a parking place or area not designated for that class of vehicle	239
30-Staying in a time limited free parking bay for longer than permitted	164
02-Loading/unloading	155

South Oxfordshire

4,644 PCNs were issued during 2022/2023

The chart below shows the number of PCN's issued from 1 April 2022 to 31 March 2023. Last year has also been included for comparison (from November 2021).



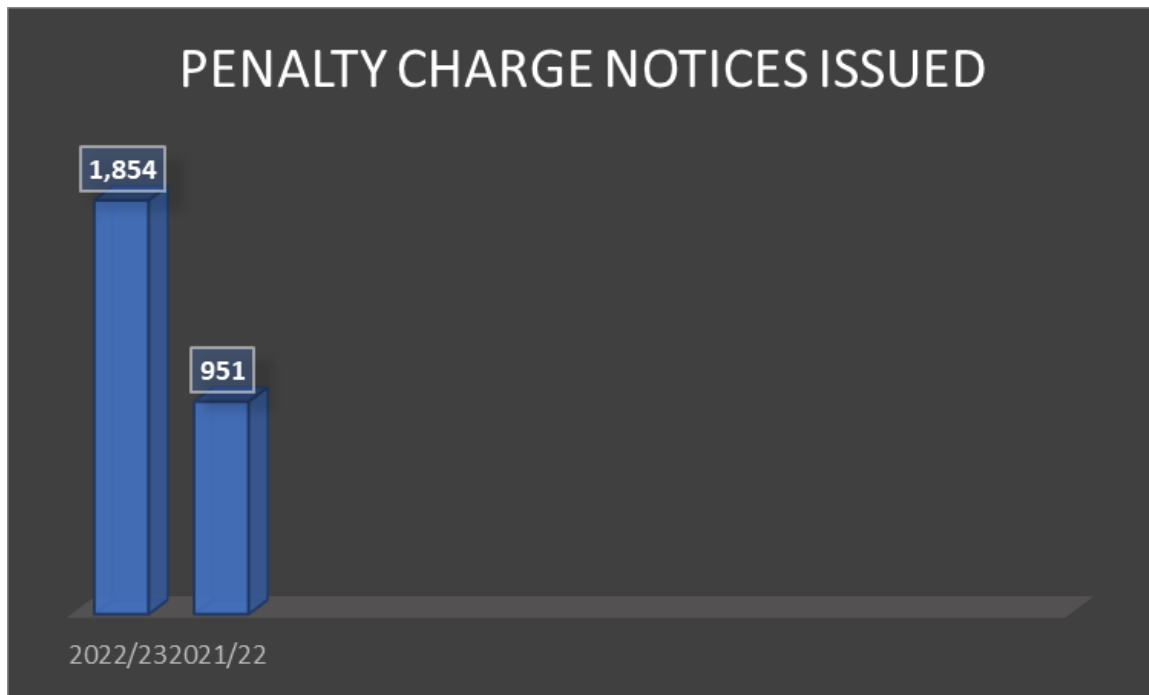
The 5 most common reasons for vehicles being issued a PCN for a parking contravention

Contravention type	PCNs issued
01-Parked on waiting restrictions shown by a single or double yellow line	2,587
30-Staying in a time limited free parking bay for longer than permitted	770
40-Parked in a designated disabled persons parking place without displaying a disabled badge	238
06-Parked in a pay & display bay without a valid ticket clearly displayed	325
25-Parked in a loading place during restricted hours without loading	178

Vale of White Horse

1,854 PCNs were issued during 2022/2023

The chart below shows the number of PCN's issued from 1 April 2022 to 31 March 2023. Last year has also been included for comparison (from November 2021).



The 5 most common reasons for vehicles being issued a PCN for a parking contravention

Contravention type	PCNs issued
01-Parked on waiting restrictions shown by a single or double yellow line	1100
30-Staying in a time limited free parking bay for longer than permitted	210
40-Parked in a designated disabled persons parking place without displaying a disabled badge	165
25-Parked in a loading place during restricted hours without loading	122
06-Parked in a pay & display bay without a valid ticket clearly displayed	62

Higher and Lower contraventions

In 2008, as part of secondary legislation under the Traffic Management Act 2004, in an effort to make PCNs fairer and more acceptable differential penalty charge rates were introduced. This meant that a higher penalty charge is incurred for contraventions where on street parking is not allowed during certain times for safety or traffic flow reasons (for example, parking on a yellow line, zebra crossing or bus bay) than those where parking is allowed but is being abused (for example overstaying in a pay & display bay or parking in a resident's bay without displaying a permit). The higher charge is £70.00 discounted to £35.00 if paid within 14 days and the lower charge is £50.00 discounted to £25.00 if paid within 14 days. The number of PCNs issued for both the higher and lower contraventions are shown below.

	Oxford	Cherwell	South Oxfordshire	Vale of White Horse
Higher	27622	6102	3414	1546
Lower	17442	176	1305	342

What happened to the PCN's Issued?

Where a PCN has been issued, the Local Authority is bound to accept the half penalty if it is paid within 14 days of the issue of the PCN. At this stage the recipient can make a challenge and if accepted, the PCN will be cancelled. If the challenge is rejected the option to pay the reduced amount is given again as well as information explaining how to contest the notice at the next stage.

If the full penalty has not been paid within 28 days, the local authority will request information from the Driver and Vehicle Licensing Agency at Swansea to find out who the registered owner/keeper of the vehicle was at the time of the PCN was issued. This person will be sent a Notice to Owner. The Notice to Owner gives a further 28 days either to pay the full penalty charge or make representations to the Council on the appropriate section of the form. If having considered the representation and the council reject it, they will issue a Notice of Rejection enclosing an appeal form which gives the owner/keeper the right to appeal to an independent Adjudicator at the Traffic Penalty Tribunal.

Below is a breakdown showing the number of challenges, representations and appeals received and the outcomes.

Challenges (informal representations)

	Oxford	Cherwell	South Oxfordshire	Vale of White Horse
Number received	6807	937	889	308
Number Accepted	2202	274	274	88
Number Rejected	4605	663	615	220

Representations (formal representations)

	Oxford	Cherwell	South Oxfordshire	Vale of White Horse
Number received	410	159	78	41
Number Accepted	22	77	40	22
Number Rejected	388	82	38	19

Appeals made to the Traffic Penalty Tribunal

	Oxford	Cherwell	South Oxfordshire	Vale of White Horse
Number of appeals made	43	15	2	3
Not contested by Council	4	1	-	-
Allowed by Adjudicator	17	3	1	1
Refused by Adjudicator	10	8	1	
Witness Statement - Enforce	7	1	-	2
Witness Statement - Cancel	4	1	-	-
Consent Order**	1	1	-	-

* A 'Witness Statement is when the appellant has made a Witness Statement/Out of Time Witness Statement against the debt registration. This is a legal document and there are four grounds on which this statement can be made. The grounds are:

1. I did not receive the Notice to Owner
2. I made representation about the penalty charge to the enforcing authority concerned within 28 days of the service of the Notice to Owner but did not receive a rejection notice.
3. I appealed against the local authority's decision to reject my representation, within 28 days of service of the rejection notice, but have had no response to my appeal.
4. The penalty charge has been paid in full.

If the appellant has indicated any Ground from 2-4 the document is, as per legislation, sent to the Traffic Penalty Tribunal. They would then decide if the documentation is to be logged as an appeal or not.

** A Consent Order is made where parties, the council and 'the appellant' (Owner/Keeper of the vehicle) agree to resolve the matter by mutual agreement i.e. both parties agree on the same conclusion.

Paid PCN's

	Oxford	Cherwell	South Oxfordshire	Vale of White Horse
Paid at Discounted Rate	30,415	3,931	3,218	1,339
Paid at Full PCN Amount	4,617	571	589	165

Other statistics

	Oxford	Cherwell	South Oxfordshire	Vale of White Horse
Number of Notice to Owners issued	9,781	1,934	1,107	428
Number of Charge Certificates issued	5,407	1,310	524	277
Number of Cases referred to the County Court	2,017	698	226	146
Number of Cases referred to the Enforcement Agents	1,625	542	151	93
Number of Vehicles removed for parking contraventions	20	-	-	-
Number of PCNs written off for other reasons (e.g., CEO errors or driver untraceable)	1,202	191	168	48

Permits

Residential parking schemes were introduced for the benefit of local residents in order to protect them from commuter parking and to give priority over limited spaces available to them and their visitors. Oxfordshire County Council is responsible for the Controlled Parking Zones.

Oxfordshire County Council offer a range of permits for parking, these include:

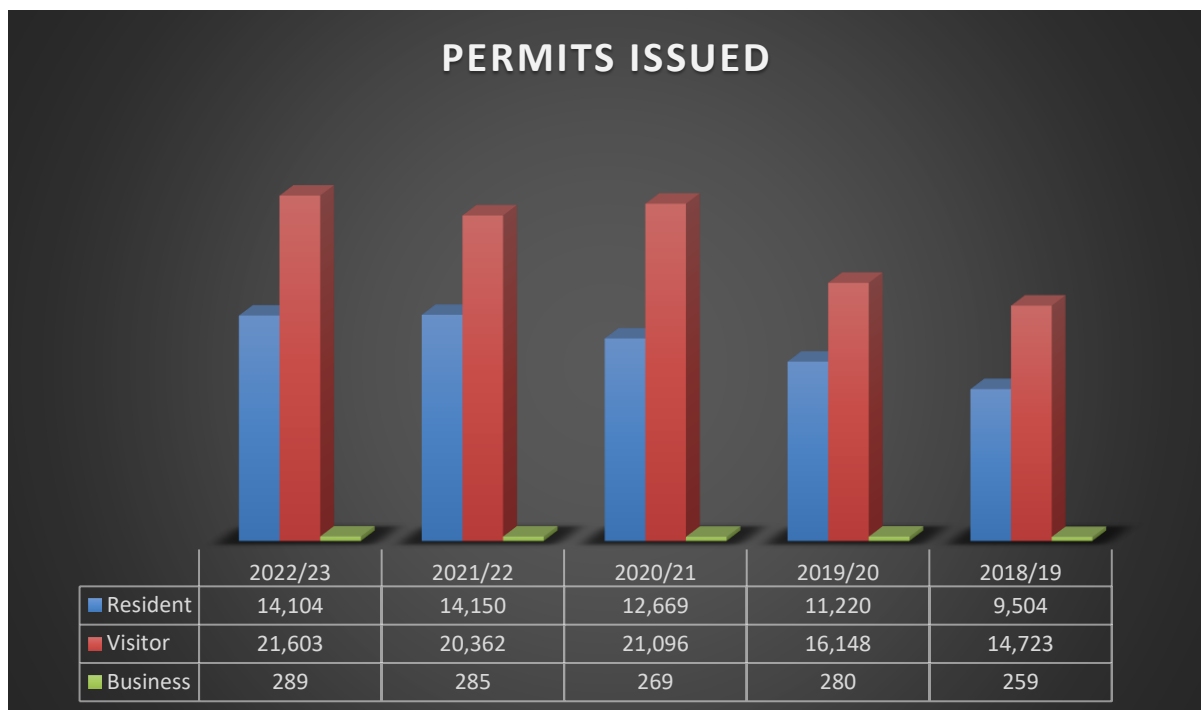
- Resident's parking permits
- Visitor's parking permits
- Business permits
- Contractors permits

Oxford has a mobile population and in view of this a pro-rata based charging system is in place to allow residents to purchase permits for the period they need them.

In the financial year 2022/2023 we issued:

- Resident's parking permit - 14,104
- Visitor parking permits - 21,603
- Business parking permits - 289

For comparison, the chart below shows the number of residents, visitors and business permits issued for the last 5 years.



2,113 Contractors permits were also issued.

Financial

Financial information

Each year the council is required to provide a parking account showing expenditure and income. The parking account for the financial year 2021/22 is shown here. There are strict controls on how the surplus from a parking account can be spent.

The 2022/23 parking account is as follows:

Oxford City **On Street** **Special** **Designated**
Pay & Display **Parking Area** **Parking Places** **Totals**

INCOME

Pay & Display income	£ 2,641,745			£ 2,641,745
Penalty Charge Notices	£ 2,099,775	£ 764,070	£ 404,261	£ 1,378,308
Residents' permits			£ 1,011,650	£ 1,011,650
Other			£ 30,024	£ 30,024
TOTAL INCOME	£ 2,851,722	£ 764,070	£ 1,445,935	£ 5,061,727

EXPENDITURE

Contract costs	£ 273,374	£ 1,034,211	£ 374,106	£ 1,681,691
Council Staff costs	£ 183,179			£ 183,179
Other	£ 121,569	£ 584,325	£ 128,111	£ 834,005
TOTAL EXPENDITURE	£ 578,122	£ 1,618,536	£ 502,217	£ 2,698,875

Cherwell

	Pay & Display	Special Parking Area	Designated Parking Places	Totals
INCOME				
Penalty Charge Notices	£ 24	£ 197,290	£ 6,104	£ 203,418
Residents' permits				
Other				
TOTAL INCOME	£ 24	£ 197,290	£ 6,104	£ 203,418

EXPENDITURE

Contract costs		£ 237,457	£ 1,029	£ 238,486
Other			£ 1,882	£ 1,882
TOTAL EXPENDITURE		£ 237,457	£ 2,911	£ 240,368

South Oxon

	Pay & Display (NP0005)	Special Parking Area (NP0033)	Designated Parking Places (NP0032)	Totals
INCOME				
Pay & Display income	£ 67,620			£ 67,620
Penalty Charge Notices	£ 11,487	£ 237,457	£ 4,955	£ 253,899
Residents' permits			£ 300	£ 300
TOTAL INCOME	£ 79,107	£ 237,457	£ 5,255	£ 321,819

EXPENDITURE

Contract costs	£ 10,169	£ 118,931	£ 2,913	£ 132,013
Other	£ 4,656		£ 24	£ 4,680
TOTAL EXPENDITURE	£ 14,825	£ 118,931	£ 2,937	£ 136,693

VOWH

INCOME	Special Pay & Display (NP0004)	Designated Parking Area (NP0031)	Parking Places (NP0030)	Totals
Pay & Display income	£ 21,362			£ 21,362
Penalty Charge Notices	£ 1,840	£ 60,542	£ 2,199	£ 64,581
Residents' permits			£ 1,080	£ 1,080
TOTAL INCOME	£ 23,202	£ 60,542	£ 3,279	£ 87,023

EXPENDITURE

Contract costs	£ 2,175	£ 70,913	£ 4,421	£ 77,509
Other	£ 1,255			£ 1,255
TOTAL EXPENDITURE	£ 3,430	£ 70,913	£ 4,421	£ 78,764

The above tables separate the various streams of income received through parking enforcement as required by legislation. A description of each stream is given below to provide greater clarity.

On Street Pay & Display – This is the income derived from collection of parking fees and enforcement against abuse of pay & display bays.

Special Parking Areas - This relates to the enforcement of waiting restrictions, bus bays and zebra crossing zig zag markings etc both within and outside of controlled parking zones.

Designated Parking Places – This relates to the enforcement of parking places reserved for residents, businesses, disabled bays, loading bays both inside and outside of controlled parking zones.

What happens to surpluses made on parking income?

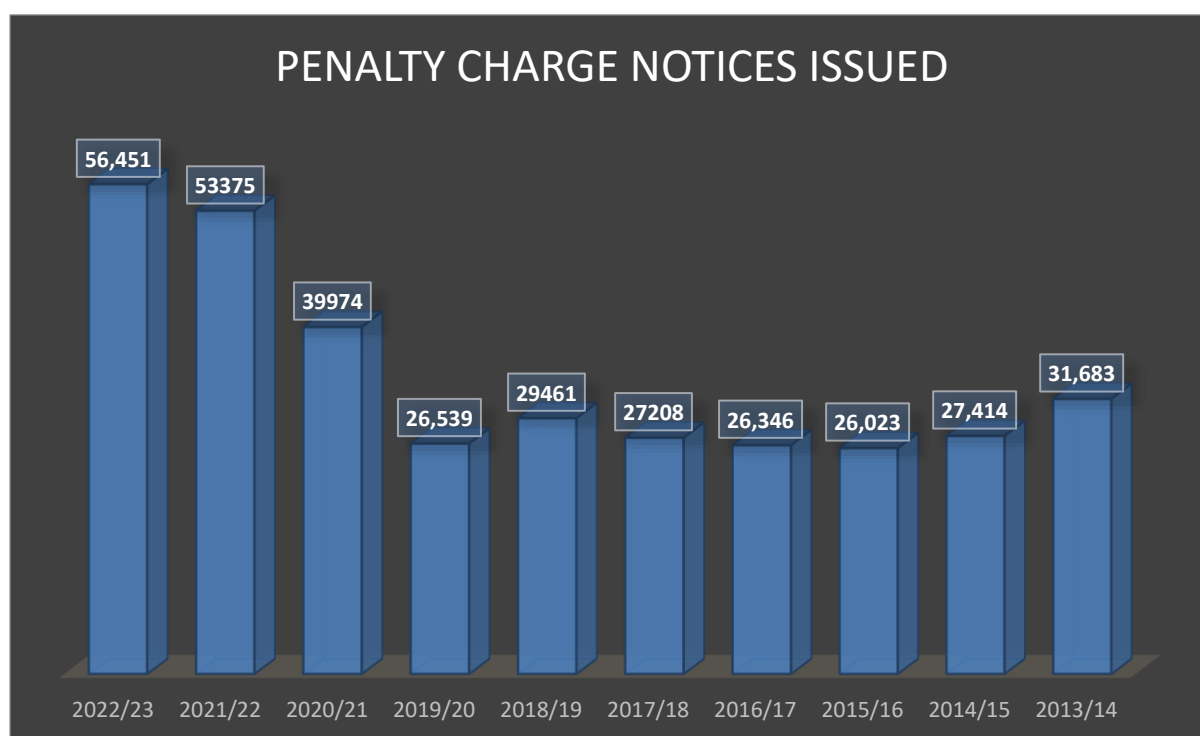
Legislation requires that surplus's derived from enforcement are reinvested into environmental or traffic schemes or operations. The Council seeks to ensure that as far as practicable the management of residents parking zones breaks even and does not create a surplus. Surpluses are therefore typically only generated by on street pay and display charges.

Bus Gates/Lanes

Penalty Charge Notices (PCNs) issued in 2022/2023

In the financial year April 2022 to the end of March 2023 56,451 PCNs were issued.

The chart below shows the number of PCNs issued from 01 April 2022 to 31 March 2023. Previous years have also been included for comparison.



All PCNs are issued under contravention code 34J - Being in a Bus Lane

What happened to the PCN's Issued?

Once a vehicle has been captured driving through the bus gate/lane by a ANPR camera we will find out from the Driver and Vehicle Licensing Agency at Swansea who the registered keeper of the vehicle was at the time of the contravention. This person will be sent a PCN through the post.

Once a PCN has been issued there is a statutory procedure for challenging the PCN. Where a PCN has been issued by a local authority Civil Enforcement Officer, the Local Authority is bound to accept the half penalty if it is paid within 21 days of the issue of the PCN. The PCN also gives a further 28 days either to pay the full PCN or make representations, in writing to the Council.

If having considered the representation sent in the Council reject them, they will issue a Notice of Rejection enclosing an appeal form which gives the right to appeal

to the independent Adjudicator at the Traffic Penalty Tribunal. If the representations are accepted the notice is cancelled.

Under statutory legislation, there are two stages to the process of challenging these PCNs:

1. Formal representation
2. Appeal to the Traffic Penalty Tribunal (an independent adjudication service)

The tables below show the numbers or representations allowed (cancelled) and refused (enforced) by the Council and the number of appeals to the adjudication service.

Formal representations

Number of representations received	2,743
Number Accepted	2,051
Number Rejected	692

Appeals

Number of appeals made to the Traffic Penalty Tribunal	47
Not contested by Council	13
Allowed by Adjudicator	9
Refused by Adjudicator	25

Paid PCNs

Paid at Discounted Rate	38,921
Paid at Full PCN Amount	1,202

Other statistics

Number of Charge Certificates issued	10,742
Number of Cases referred to the County Court	4,486
Number of Cases referred to the Bailiffs	2,748
Number of PCNs written off for other reasons (e.g., CEO errors or driver untraceable)	2,044

Financial information

The 2022/23 Bus Lane account is as follows:

INCOME

Penalty Charge Notices	£ 1,803,248
Other	£ 300,000
TOTAL INCOME	£ 2,103,248

EXPENDITURE

Contract costs	£ 230,775
Other	£ 555
TOTAL EXPENDITURE	£ 231,330

Further information and the locations of the bus gates/lanes can be found on:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/parking-and-bus-gate-fines/bus-lanes-and-bus-gates>

Zero Emission Zone (ZEZ)

Penalty Charge Notices (PCNs) issued in 2022/2023

In the financial year April 2022 to the end of March 2023 12,285 PCNs were issued.

All PCNs are issued under contravention code 17J - Using a vehicle within a Zero Emissions Zone without paying the charge.

What happened to the PCN's Issued?

Once a vehicle has been captured driving through the bus gate/lane by a ANPR camera we will find out from the Driver and Vehicle Licensing Agency at Swansea who the registered keeper of the vehicle was at the time of the contravention. This person will be sent a PCN through the post.

Once a PCN has been issued there is a statutory procedure for challenging the PCN. Where a PCN has been issued by a local authority Civil Enforcement Officer, the Local Authority is bound to accept the half penalty if it is paid within 14 days of the issue of the PCN. The PCN also gives a further 28 days either to pay the full PCN or make representations, in writing to the Council.

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Under statutory legislation, there are two stages to the process of challenging these PCNs:

1. Formal representation
2. Appeal to the Traffic Penalty Tribunal (an independent adjudication service)

The tables below show the numbers or representations allowed (cancelled) and refused (enforced) by the Council and the number of appeals to the adjudication service.

Formal representations

Number of representations received	1,031
Number Accepted	597
Number Rejected	434

Appeals

Number of appeals made to the Traffic Penalty Tribunal	13
Not contested by Council	1
Allowed by Adjudicator	5
Refused by Adjudicator	4
Consent Order	3

Paid PCNs

Paid at Discounted Rate	10,940
Paid at Full PCN Amount	965

Other statistics

Number of Charge Certificates issued	2,607
Number of Cases referred to the County Court	824
Number of Cases referred to the Bailiffs	370
Number of PCNs written off for other reasons (e.g., CEO errors or driver untraceable)	1,099

Financial information

The 2022/23 ZEZ account is as follows:

INCOME

Penalty Charge Notices	£ 369,431
Daily charge	£ 361,851
Other	£ 95,000
TOTAL INCOME	£ 826,282

EXPENDITURE

Contract costs	£ 107,035
Other	£ 826,282
TOTAL EXPENDITURE	£ 933,317

Further information is available on: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/oxford-zero-emission-zone-zez>

Moving Traffic Enforcement

ANPR enforcement cameras have been placed at sites where historical data suggests there is a problem with vehicles which contravene driving restrictions creating potential dangers to both pedestrians and other road users. The council has started enforcement with School Streets.

A School Street limits the motorised traffic outside schools at drop-off and pick-up times, allowing safer spaces for children and families walking, wheeling, scooting and cycling. The aim is to improve safety for vulnerable road users, improve air quality, encourage healthier school travel, and reduce impacts on the school's neighbours by preventing rat-running, congestion from parents/carers driving to the school gates, and unsafe parking. By creating a safer street environment, children can boost their confidence in walking/wheeling cycling, scooting or other active travel options without relying on a motor vehicle.

This in turn may encourage parents and carers to choose physically active travel options for the school journey. This will increase physical activity levels, which can improve physical health and help to reduce obesity rates in the county; help pupils to feel more energised in the mornings and more ready to focus on their studies; and offers more opportunity for parents/carers and children to socialise on the school run, boosting wellbeing and sense of community.

Enforcement commenced on 20/02/2023 and PCNs are issued under contravention code 53j - Failing to comply with a restriction on vehicles entering a pedestrian zone

The PCNs are issued at £70.00, discounted to £35.00 if paid within 21 days.

In the legislation a warning period of 6 months following implementation at each particular camera location for first-time moving traffic contraventions is to be in place. 1 warning notice to each vehicle keeper should be sent for the first contravention at that site.

Up until 31 March 2023 1,780 warning notices were issued and 194 live PCNs were issued.

Further information on <https://www.oxfordshire.gov.uk/residents/roads-and-transport/school-streets>

Park & Ride

There are 6 Park & Ride locations on the outskirts of Oxford, but Oxfordshire County Council is only responsible for the management of three of these, Thornhill, Oxford Parkway (formally known as Water Eaton). Park and Ride is the easiest way to get into Oxford and visit Oxford's hospitals by car. The Peartree, Redbridge and Seacourt Park & Rides are managed by Oxford City Council.

Thornhill and Oxford Parkway

The maximum stay is 72 hours at both of these sites and the charges at both sites are:

- Up to 1 hour – Free
- Up to 11 hours (including the first hour) - £2
- More than 11 hours, but less than 24 - £4
- More than 24 hours, but less than 48 hours - £8
- More than 48 hours but less than 72 hours - £12
- Disabled Blue Badge holders are exempt from the parking charges.

A range of payment methods are available, including on-site payment machines as well as online and mobile phone payment options.

Further information regarding all the sites and the charging can be found on: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/public-transport/park-and-ride>

Financial information

The 2022/23 financial account is as follows:

WATER EATON INCOME		THORNHILL INCOME	
Pay & Display income	£ 132,432	Pay & Display income	£ 296,848
Excess Charge Notices	£ 73,971	Excess Charge Notices	£ 144,354
Other	-	Other	£ 9,562
TOTAL INCOME	£ 206,403	TOTAL INCOME	£ 450,764
EXPENDITURE		EXPENDITURE	
Contract costs	£ 87,549	Contract costs	£ 92,069
Other	£ 148,731	Other	£ 355,394
TOTAL EXPENDITURE	£ 236,280	TOTAL EXPENDITURE	£ 447,463

Blue Badges

To apply or renew a Blue Badge you can do so by one of the following options:-

- You can apply online at the GOV UK website by the following web address <https://www.gov.uk/apply-blue-badge>
- Further information can be found on <https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/where-park/blue-badge-parking-permits>

Parking for blue badge holders

In Oxfordshire blue badge holders may park in the following:

- As long as no loading/unloading restrictions apply badge holders may park for up to 3 hours on single or double yellow lines, the blue badge and clock (if applicable) showing the arrival time must be on display.
- Badge holders may park in residents parking areas all day as long as their badge is displayed.
- Badge Holders may also park in any On-street pay & display bays and timed bays without time restriction or payment as long as the badge/permit is correctly displayed.
- Badge holders must not park in Goods loading bays, clearways, bus stops, etc.

Please also note that most Car Parks within the city are owned and managed by the Oxford City Council. There are no concessions for disabled badge holders.

Blue badge holders are not exempt from the Bus Lane/Gate restrictions and must apply for a exemption from the Zero Emission Zone.

Further details on the links below:

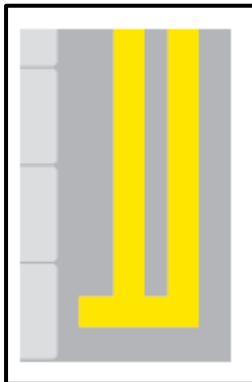
<https://www.oxfordshire.gov.uk/cms/content/bus-lanes-and-bus-gates>

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/oxford-zero-emission-zone-zez>

General Information

Parking Regulations

There are many different types of parking contraventions that we enforce. The following are some of the most common.



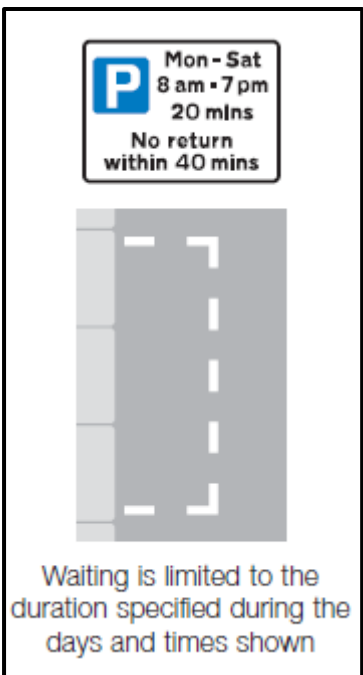
Double yellow lines – these mean no waiting at any time and do not require additional signage unless there are seasonal restrictions in place (however, we do not have seasonal restrictions in Oxford)



Single yellow lines – these are always accompanied by a time plate to indicate when the restriction is in force. The sign could be situated nearby or at a zone entry point



Yellow marks on the kerb indicate that loading/unloading is prohibited at the times indicated on the time plates.



Marked white bays indicate parking for the designated time and date shown.

Waiting is limited to the duration specified during the days and times shown



Parking space reserved for vehicles named

Marked white bays indicate parking space for named vehicles only such as; disabled, doctor and street trader.



Parking restricted to permit holders

Permit holders only sign indicates parking for permit holders only.



No stopping during times shown except for as long as necessary to set down or pick up passengers

Urban Clearway sign indicates no stopping during times shown except for emergency vehicles.



Entrance to controlled parking zone

Controlled zone sign indicates entrance to controlled parking zone.



Zone Ends sign indicates that a controlled parking zone has ended.



Loading bay indicates parking for vehicles loading and unloading. Bays may have signs specifying times loading is permitted.

More information regarding parking regulations and the legislation and guidelines governing their enforcement can be found at <http://www.patrol-uk.info>

Useful Information

Civil Enforcement Team

Tel: 0345 337 1138 or 01865 815649

Email: parking@oxfordshire.gov.uk

Web: www.oxfordshire.gov.uk/cms/public-site/parking

Applying for, or renewing a Disabled Blue Badge

Tel: 0845 050 7666

Web: www.oxfordshire.gov.uk/cms/content/blue-badge-scheme

Oxford City Council – Car Parks

Tel: 01865 252489

Email: carparks@oxford.gov.uk

Web: http://www.oxford.gov.uk/PageRender/decTS/Parking_occw.htm