

# Cabinet Report

Report of Head of Housing and Environment

Author: John Backley

Telephone: 01235 422667

Textphone: 18001 01235 422667

Email: [john.backley@southandvale.gov.uk](mailto:john.backley@southandvale.gov.uk)

Wards affected: all

Cabinet member responsible: Andrew Crawford

Tel: 01235 772134

Email: [andy.crawford@whitehorsedc.gov.uk](mailto:andy.crawford@whitehorsedc.gov.uk)

To: CABINET

Date: 5 February 2021

## Car park order 2021 - consultation results

### Recommendations

That Cabinet

- (a) considers the comments received on the Vale of White Horse District Council proposed car parking orders 2021 (No. 1 and No. 2) and make any amendments.
- (b) considers the options to increase the cost of residents parking permits over the next three years (for existing holders only) and agree any changes it wishes to make.
- (c) authorises the head of legal and democratic services to make the new orders No.1 and No.2 and to determine the date they will come into effect.

### Purpose of Report

1. This report provides information for cabinet members to consider the feedback from the consultation on the draft 2021 car parking orders (No. 1 and No. 2) and to make a decision on what changes it wishes to make to the new orders 2021.

### Corporate Plan

2. The provision and pricing of car parking supports the Vale of White Horse District Council's strategic objective theme four: "Building stable finances".

## **Background**

3. Cabinet considered a report on car park fees and charges for 2020/21 at the meeting on 7 August 2020.
4. There was a subsequent correction to the report agreed by an Individual Cabinet Member Decision it confirmed that the excess charge payable within 28 days is £80 reduced to £40 if paid within 10 days.
5. The changes to the fees (option A) to increase all car parking fees for stays beyond two hours by 40p) and to increase the cost of permits by ten per cent (option D) were introduced following a Notice of Variation in the car parks and came into effect on 1 December 2020. New residential permits are no longer available (second part of option F).
6. Option B (a flat fee of 60p for up to two hours) and option C, reduce free parking from two hours to one hour, were rejected by cabinet.
7. Cabinet agreed to make the changes to Rye Farm (RF) and Hales Meadow (HM) car parks (option E) in Abingdon and for electric vehicle charging point enforcement (options H) and the phasing out of residential permits (option F).
8. These changes E, F (first part) and H require a formal consultation with statutory bodies including Thames Valley Police (TVP) and Oxfordshire County Council as the Highways Authority (OCC) and subsequently any amendments to the car parking orders. It is these options that the public consultation focused on. Option G regarding changes to the Civic car park was rejected.
9. There were no changes to Option I regarding the current arrangements for the level of excess charge notices (ECNs) and free parking on Sundays and for disabled badge holders.
10. A copy of the replies received from statutory consultees is attached as appendix A and appendix B has a copy of the public consultation survey questions and responses with replies from officers.
11. Scrutiny considered these changes at the meeting on 23 November 2020 and noted that:
  - some fees were due to increase on 1 December 2020
  - Climate Emergency Advisory Committee (CEAC) comments collected February 2020 were out of date
  - the reduction to one-hour free parking could be considered again in the future
  - there is an annual review of car park fees and charge
  - usage data was viewed as out of date and to be completed annually.
  - the impact of civil parking enforcement needs to be considered.

## **Results of the consultation**

### **Statutory consultation on the draft car park 2021**

12. The Road Traffic Regulation Act 1984 grants the power to the council to make an order. The 1984 Act, together with the Local Authorities' Traffic Orders (Procedure)

(England and Wales) Regulations 1996 (LATO), sets out the procedure the Council must follow. As required, the Vale published a draft order (Notice of Proposal) in the Oxford Times on 29 October 2020 and sent a draft order to the county council highways (who must consent to the order) and other appropriate organisations including the Police. Cabinet is required to consider all representations received before making the order.

13. Note that for the Vale there were two orders and so two Notices were published, one for Rye Farm and Hales Meadow car parks (as they are located in South Oxfordshire and operated under an agreement) and a second for all the other Vale car parks.
14. The statutory consultees in general support the draft order apart from the Road Haulage Association who object to the removal of the parking for commercial vehicles in Rye Farm car park, Abingdon. The Road Haulage Association 'strongly object' to the closure of the parking for large vehicles at Rye Farm car park. OCC has given consent to the new orders.
15. Appendix A has a table of the comments received from statutory consultees with replies from officers.

### **Public consultation on changes to the car parks**

16. The council carried out a dedicated online survey to give people a chance to have their say on the proposed changes to the car park arrangements. It was open for the duration of the formal consultation (29 October to 19 November 2020) and a link was available from the councils' website page. The survey was publicised via Facebook (the majority of 79 per cent said they heard about the survey via Facebook) and Twitter. Appendix B has a copy of the survey and a summary of the results.
17. The communications team updated the webpages to explain why the consultation was taking place and providing a link to the survey. They also helped to promote the survey via social media and sending it to all district councillors and all town and parish councils.
18. The survey comprised of 16 questions and asked respondents to tell us how much they agreed or disagreed with each of the proposed changes which will form part of two new parking orders: Order No. 1 covers off-street parking in Vale of White Horse, Order No. 2 covers off-street parking in Rye Farm (RF) and Hales Meadow (HM) (these car parks sit outside the district but are run by Vale of White Horse). Respondents were also given the opportunity for each question, to provide comments on each of the proposals and general suggestions to improve car park service with our contractor SABA.
19. There were 199 responses to the online survey. The majority of responses came from members of the public and there were also single replies from an organisation, one councillor and one officer (question 1).

### **Public consultation results: Questions 2 to 6 related to Order No.1 (all Vale car parks except Rye Farm and Hales Meadow)**

20. Question 2 (and Question 10 for RF and HM) was about the enforcement of non-electric vehicles parked in spaces reserved for electric vehicle (EV) charging or when EVs are not charging. This was largely supported by the public for order no. 1 (78 per

cent and 75 per cent strongly agreed or agreed respectively) and for order no. 2 (75 per cent strongly agreed or agreed on both parts of the proposal).

21. Question 3 (and Question 11 for RF and HM) asked for comments on the powers to enforce EV charging bays. 84 individual comments were received to question 3, the joint most common comment was 'not agreeing' with the proposal to have EV charging bays, (13 replies), 13 respondents wanted to know what would happen once an EV finished charging, while 11 agreed with the proposal.
22. Question 4 (and Question 12 for RF and HM) asked for opinion on the removal of the discount on resident permits over a four-year period. 47 per cent of respondents (91 replies) disagreed or disagreed strongly and 27 per cent agreed or strongly agreed (53 replies) to question 4.
23. Question 5 (and Question 13 for RF and HM) asked for comments on the removal of discounted residents permits. Of the 199 people who replied to the survey there were 92 individual comments and the most frequently mentioned comment was disagreement to the proposal (35).

#### **Questions 6 to 13 related to Order no.2 for Rye Farm and Hales Meadow car parks**

24. Question 6 asked about formalising the parking for larger vehicles in Hales Meadow car park. The majority were in favour (58 per cent agreed or strongly agreed).
25. Question 7 asked for comments on formalised parking for large vehicles in Hales Meadow and received 31 individual comments with general agreement the most frequent comment (7).
26. Question 8 was about removing the parking space for lorries and large vehicles in Rye Farm car park. 55 per cent were in agreement of this proposal.
27. Question 9 asked for comments on removing the parking spaces for large vehicles in Rye Farm car park. Of the 59 individual comments made, the top replies were 14 who disagreed with the proposal and 10 who agreed.
28. Question 10.1 – asked opinion on the enforcement of parking non EV in bays for EVs and the majority were in agreement (75 per cent).
29. Question 10.2 – asked opinion on the enforcement of EV parking in bays but not charging. The majority (75 per cent) agreed or agreed strongly.
30. Question 11 – asked for comments on the authority to enforce EV charging bays and from 40 individual comments, the most frequent concern raised (7 replies) was about what happens when EV charging was complete.
31. Question 12 - asked opinion on the phased removal of residents permits – 29 per cent agreed or strongly agreed and 46 per cent disagreed or strongly disagreed.
32. Question 13 – asked for comments on the phased removal of residents permits 74 individual comments were made and the three most frequently mentioned comments concerned overall disagreement with this proposal and that it would have a 'negative impact' and that 'parking spaces should be available for residents' (all received 17 mentions).

33. A copy of the public survey including the answers and comments is in appendix B which includes officer replies to the most frequently asked questions.
34. In addition, officers received comments directly from a resident objecting to the changes in the residents parking permits. The comments received reflects those in the public survey such as 'we wish to put in a complaint that your new proposal takes away our only available parking space for residents living in town in Wantage'. 'The council has not made any other provision for residents in town to have any parking areas' and 'The new charges indicated would certainly be out of reach for most residents'.

### **Special consideration for operating Rye Farm and Hales Meadow car parks**

35. As the car parks at Rye Farm and Hales Meadow are in the district of South Oxfordshire, the Vale operates these car parks under a deed dated 17 April 2012. In this deed South Oxfordshire District Council delegates to Vale the functions to enable the provision and operation of the car parks by the Vale (under powers contained in the 1984 Road Traffic Regulation Act). The delegated functions include 'to make statutory orders and give notices in respect of the car parks' (Rye Farm and Hales Meadow). This allows the Vale cabinet to agree the proposed changes and make the new car park order No .2 2021.

### **Consultation results summary**

36. In summary all aspects of the car park orders No.1 and No.2 which require formal consultation from statutory consultees were supported apart from the haulage association who were against the changes to Rye Farm car park, Abingdon.
37. The results from the public consultation also showed there is general support for nearly all proposals, the exception was the phasing out of the residents permits and bringing them in line with the cost of general parking permits.

### **Review of permits and residents permits**

38. In considering the feedback on the residents permits, officers have reviewed the costs associated with parking permits. The permits available currently for all users provide a substantial reduction compared to the equivalent cost of parking each day. Based on the Limborough Road car park in Wantage (daily fee of £4.20 as of 1 December 2020), the cost to park each day would be £1,210 per year (based on 48 weeks, six days per week). Up until 1 December 2020, the annual cost of a residents permit for Limborough Road car park, Wantage was £143. This increased to £232 from 1 December 2020. The current cost of a (non-resident) annual permit valid Monday to Saturday is £501.
39. The table below shows how the residents permits would increase each year to bring them in line with non-resident permits.

**Table 1 resident permits costs during ‘phasing out’ period (only available to those who had resident permits as of 30 November 2020)**

Town	Type of permit	Length of permit	Residential Permits available at	Cost of residential Permits £	Price from 1/12/20 £	Price from 1/12/21 £	Price from 1/12/22 £	Price from 1/12/23 £
Abingdon	Monday to Sunday	Annual	Cattle market Charter Audlett Drive Abbey Close West St Helen Street	287	429	572	714	857
		Six Month		144	215	286	357	428
Abingdon	Monday to Sunday	Annual	Rye Farm Hales Meadows	287	386	486	585	684
		Six Months		144	194	243	293	342
Faringdon	Monday to Saturday	Annual	Gloucester Street	119	178	238	297	356
Wantage	Monday to Saturday	Annual	Portway	119	178	238	297	356
Wantage	Monday to Saturday	Annual	Mill St / Limborough Road	143	232	322	411	501
		Six Month		72	123	174	224	275
<b>*OPTION A</b>								
<b>Example increase to 75% of total</b>					<b>232</b>	<b>292</b>	<b>352</b>	<b>411</b>
<b>**OPTION B</b>								
<b>Example increase by 10% each year</b>					<b>232</b>	<b>255</b>	<b>280</b>	<b>308</b>

**40.** Given the feedback in the public consultation about changes to residents parking permits, officers ask cabinet to consider options for increasing the residents permits for existing holders.

OPTION A (increase to 75 per cent of permit)

- a) to increase to a level that is 75 per cent of the current non-resident permit (rather than the original proposal of 100 per cent). This means that the cost of an annual residents permit for Limborough Road car park for example, would increase to £411 over the next three years. (\*see above table). No new residents’ permits will be issued so as existing permits are not renewed this charge will be phased out.

OPTION B (ten per cent increase each year)

- b) to increase by ten per cent each year until 2023. This would mean that the cost of an annual residents permit for Limborough Road car park for example, would

increase from £232 in December 2020 to £308 from 1 December 2023 (\*\* see above table).

41. An alternative would be to increase the residents permits to the same price as the non-residents permits but over a longer timescale, for example eight years rather than four. This option is less favourable given the length of time and the administrative changes required each year. It is also difficult to anticipate the impact on car park usage that other changes that may occur over such a long timescale such as a move towards the use of car clubs and car sharing and what the council may wish to consider to improve uptake for local residents.

## **Review of parking in Rye Farm car park for commercial vehicles**

42. Cabinet is asked to consider the feedback from the Road Haulage Association and not to make any changes to the proposed order No.2 for Rye Farm and Hales Meadow car parks Abingdon.
43. Alternative parking for commercial vehicles is available at the Redbridge Park and Ride car park in Oxford (to the north of Abingdon) and at the Milton interchange off the A34 (to the South of Abingdon. Both of these sites are more easily accessible from the A34 compared to Rye Farm car park. Milton interchange also offers facilities for eating and sleeping. An additional 60 spaces for vehicles at Rye Farm encourages people to park on the edge of town and walk.
44. Rye Farm car park lies outside and adjacent to the Abingdon Air Quality Management Area (AQMA). Whilst there are no indicators of poor air quality in the car park, there was a monitoring site in Bridge Street on the other side of the bridge in Abingdon, and poorer air quality here resulted in the declaration of an AQMA in 2006. The link to the website below explains about the AQMA, Air Quality Action Plan and also the last Air Quality Status report submitted to Defra.  
  
<https://oxfordshire.air-quality.info/local-air-quality-management/vale-of-white-horse>
45. Since the declaration, air quality in Bridge St has improved and the monitoring site was removed several years ago however the AQMA still remains in place.
46. HGVs produce about seven times more emissions to air than cars and small vans and the removal of the lorry parking will reduce the number of large vehicle trips through the Abingdon AQMA to and from the A34, with a consequent reduction in congestion and emissions to air within the AQMA.
47. The perceived lack of car parking in Abingdon is an issue regularly raised with the Economic Development team. Making Rye Farm car park available to only small vehicles will provide additional parking for visitors. Also, there are plans to increase the night-time and leisure economy in Bridge Street in Abingdon and the Rye Farm would be closer for visitors to park than the Charter so any additional capacity at Rye Farm would be a great support for this.
48. The additional capacity for parking would provide the opportunity to sell more permits at Rye Farm car park for local residents.
49. The addition of an informal parking space for coaches in Hales Meadow car park and some larger spaces was well received by market traders, local coach operators and

frequent users like the Abingdon and district national trust association who gave direct feedback when the bays were first marked out.

50. Officers recommend the making of a new order to formalise the arrangements to remove the parking for commercial vehicles in Rye Farm car park and allow space for more smaller vehicle parking and formalise the coach bay and extra-large bays in Hales Meadow car park.

## **Legal Implications**

51. The proposed changes A (increase fees by 40p), D (increase permits by 10 per cent) have been implemented by a Notice of Variation as of 1 December 2020. The first increase of the resident's permits was also implemented on 1 December and no more residents' permits have been sold.

52. The other changes E (Formalise the parking for one coach and market traders in Hales Meadow car park, Abingdon) and F (Remove the commercial vehicle parking in Rye Farm car park, Abingdon and use the area to create 'overflow' parking for smaller vehicles) and the enforcement of spaces reserved for electric vehicles, require the making of a new parking order.

53. The council published a proposed order in the car park and in the local press. A hard copy was also made for viewing at the council offices at Milton Park by prior appointment. The council also consulted with the County Council (who have consented to the order) and other appropriate organisations including the Police. This report allows Cabinet to consider all representations received before making a decision on the order.

54. Under Regulation 14 of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996, the council may modify an order, whether in consideration of any objections or otherwise, before an order is made. In doing so the council must take appropriate steps to a) inform persons likely to be affected by the modifications; b) giving those persons an opportunity of making representations; and c) ensuring that any such representations are duly considered by the authority.

55. Paragraph 23(2) of Schedule 9 of the Road Traffic Regulation Act 1984 states that "modification" shall be construed as including additions, exceptions or other modifications of any description.

56. Where contact details have been supplied, officers have made all complainants aware that the objections and comments received as part of the consultation will be considered at the cabinet meeting on 5 February 2021, that the report will be published on the website and that anyone is able to attend the meeting and make representations.

57. Once signed and sealed, the new approved order is advertised via a 'Notice of Making' in the local press and on the council website. A copy of the 'Notice of Making' is placed in each car park. The council must write to any person who made an objection to the draft order within 14 days to explain if the objection has been accepted or not and the reason for making the final decision.

58. Officers intend for the new order to come into force on 1 March 2021.



59. Changes to the resident's permits can be made by Notice in the car park and by writing to all current residents.

## **Financial Implications**

60. Any council decision that has financial implications must be made with the knowledge of the council's overarching financial position. For Vale, the position reflected in the council's medium-term financial plan (MTFP) as reported to Full Council in February 2020 showed that the council was not required to use reserves to set a balanced budget for 2020/21. However, this has changed following the revised budget agreed in October.

61. This funding gap was predicted to increase to over £6 million per annum by 2024/25. As there remains no certainty on future local government funding, following the announcement of a one-year spending review by government, and as the long-term financial consequences of the Coronavirus pandemic remain unknown, this gap could increase further. Every financial decision made needs to be cognisance of the need to eliminate this funding gap in future years.

62. The cabinet report of 7 August 2020 details the financial implications of each of the options already agreed. If agreed, officers estimate a small increase in income from resident's fees as they increase over the next three years of £10,000 to £15,000 per year for option A (up to 75 per cent of full price) and between £3,000 and £4,000 per year for option B (10 per cent increase each year) . This will be reflected in the 2021/22 budget if agreed.

## **Risks**

63. There is a legal duty to draft a new order and consult formally with statutory consultees like the Police and the Highways Authority. To capture as many other comments from the public, businesses and organisations including town and parish councils, and feed back to cabinet, we also carried out a wide-ranging consultation. This reduces the risk that there is a legal challenge later on which could make the new order invalid. It also allows the Cabinet to make an informed decision.

## **Conclusion**

64. Officers carried out a consultation on changes to the draft car parking orders No.1 and No. 2 and the Cabinet is asked to consider the comments received and make any amendments it so wishes.

## **Background papers**

Cabinet report 7 August 2020 – car park fees and charges

**Appendix A:** Replies from statutory consultees to Vale of White Horse District Council draft orders No.1 and No.2, 2021

<u>Company</u>	<u>Comment made</u>	<u>Officer replies</u>
Thames Valley Police	No Objection	
	a. Formalise parking for larger vehicles including market trader vans, and one coach in Hales Meadow car park, Abingdon - This will be seen as a potential positive measure in so much that it could help further reduce the traffic congestion on market days.	N/A
	b. Remove the commercial parking (lorries and mobile homes) in Rye Farm car park, Abingdon and create 'overflow' for vehicles - This will certainly help with the flow of smaller vehicles but clarity and direction will need to be clear and unambiguous for the larger vehicles?	Additional signage is in place to direct users to the rear of the car park when it is full
	c. Introduce spaces reserved for electric vehicles whilst charging - This is becoming more common and will be seen positively from an environmentally friendly perspective. Will the Council be able to undertake any enforcement if a non-electric vehicle blocks the ability for a genuine electric vehicle user from taking advantage of the charging facility?	Yes, the new order will allow enforcement of non EVs parked in bays reserved for charging EVs
	Is there any consideration to camera enforcement measures for those who breach the parking conditions?	We are exploring the use of mobile ANPR (automatic number plate recognition) for enforcement.
Oxfordshire County Council	No objection to the consultation taking place. No issues with the orders	N/A

<u>Company</u>	<u>Comment made</u>	<u>Officer replies</u>
Road haulage Association	<p>We are extremely concerned that Vale of White Horse District Council are consulting about the apparently permanent removal of Lorry Parking facilities at Rye Farm, Abingdon. We urge the council to reconsider removing essential infrastructure for Road Freight as described by the National Infrastructure Commission. We strongly object to the closure of these facilities. Road Freight is essential for all Abingdon and Oxfordshire business to be able to receive collections and deliveries. All food, medicine and other essential goods are delivered by road freight. Drivers must take mandatory breaks. It is essential for lorry drivers to have proper, safe parking facilities to take mandatory breaks and rest periods. Removing Heavy Goods Vehicle parking will displace these vehicles to less desirable locations and potentially adversely impact residential areas. Lorry drivers arriving early for deliveries need places to wait, driving around waiting for a delivery slot causes unnecessary congestion and contributes to poor air quality. Lorry parking is an essential part of local infrastructure. The National Infrastructure Commission recently referred to Freight Blindness by local authorities in providing adequate Road Freight facilities. The Future of Freight report stated, "This report has demonstrated that both government and local authorities often have little understanding of why and how to plan for freight, leaving the needs of the freight system far down the priority list." It takes 21 unregulated Transit vans to move the contents of one 44 tonne Heavy Goods vehicle. If there is a change of transport mode to van deliveries this will create congestion in the Abingdon area. Road Freight industry has done more than any other in reducing emissions and decarbonization. By 2022 more than 72% of HGV will be of Euro VI standard, by contrast old cars and vans create the worst emissions. Lorry parking is essential for all Abingdon business, if this is permanently removed it will result in unintended consequences for the Abingdon community. Please advise me of what alternative parking facilities will be provided for Heavy Goods Vehicles.</p>	<p>Alternative parking for commercial vehicles is available at the Redbridge Park and Ride car park in Oxford (to the north of Abingdon) and at the Milton interchange off the A34 (to the South of Abingdon. Both of these site are more easily accessible from the A34 compared to Rye Farm car park. Milton interchange also offers facilities for eating and sleeping. Additional spaces for vehicles at Rye Farm encourages people to park on the edge of town and walk. Reducing the number of lorries coming through Abingdon helps to reduce air pollution. These additional spaces in the car park may also be used if there was any development of car parks in Abingdon town centre which meant that spaces would be temporarily reduced.</p> <p>Rye Farm car park lies outside but adjacent to the Abingdon Air Quality Management Area (AQMA). Whilst there are no indicators of poor air quality in the car park, there is a monitoring site in Bridge Street on the other side of the bridge in Abingdon, and poorer air quality here resulted in the declaration of an AQMA in 2006.</p> <p>Since the declaration, air quality in Bridge St has improved and the monitoring site was removed several years ago but the AQMA still remains in place.</p> <p>HGVs produce about seven times more emissions to air than cars and small vans and the removal of the lorry parking will reduce the number of large vehicle trips through the Abingdon AQMA to and from the A34, with a consequent reduction in congestion and emissions to air within the AQMA.</p> <p>The perceived lack of car parking in Abingdon is an issue regularly raised with the economic development team. Making Rye Farm car park available to only small vehicles will provide additional parking for visitors, especially if the multi storey is redeveloped. Also, there are plans to increase the night time and leisure economy in Bridge Street in Abingdon and the Rye Farm would be closer for visitors to park than the Charter so any additional capacity at Rye Farm would be a great support for this.</p> <p>There is a proposal to turn the commercial space at the Old Gaol to residential and the plans do not include parking provision. The additional capacity for residential permits at Rye Farm would help to address this issue.</p>

<u>Company</u>	<u>Comment made</u>	<u>Officer replies</u>
Oxfordshire Fire & Rescue Service	<p>I can confirm that based on the information provided at this time there will be no impact for OFRS and there are no concerns raised.</p> <p>Further to your email below dated 28<sup>th</sup> September 2020, I can confirm that based on the information provided at this time there will be no impact for OFRS and there are no concerns raised</p>	N/A

## **Appendix B**

**Consultation results on proposed changes to off-street parking in South Oxfordshire (Word version of the online survey with replies to questions).  
Appendix B appears after Appendix C.**

## Appendix C



### VALE OF WHITE HORSE DISTRICT COUNCIL

#### Car Park Charges from 1 December 2020

CAR PARK	TYPE OF PARKING	PERIOD	CHARGES from 1 December 2020
<b>Abbey Close Abingdon</b>	Pay and Display (Mon-Sun 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 – 4 hours	£3.80
		4 – 6 hours	£4.70
		Over 6 hours	£5.70
	Permits Mon-Sun (7 day)	Annual	£857.00
		6 months	£428.00
		3 months	£256.00
		1 month	£86.00
	Permits Mon-Fri (5 day)	Annual	£715.00
		3 months	£213.00
		1 month	£72.00
	Cosener's House day permits only	24 hours (in advance)	£6.38
		Permit – Residents	Annual
		Permit – Residents	6 months
	Excess Charges	Standard	No change
		If paid within 10 days	No change
<b>Audlett Drive</b>	Pay and Display		

<b>CAR PARK</b>	<b>TYPE OF PARKING</b>	<b>PERIOD</b>	<b>CHARGES from 1 December 2020</b>
<b>Abingdon</b>	(Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 – 4 hours	£3.80
		4 – 6 hours	£4.70
		Over 6 hours	£5.70
	Permits Mon-Sat (6 day)	Annual	£857.00
		6 months	£428.00
		3 months	£256.00
		1 month	86.00
	Permits Mon-Fri (5 day)	Annual	£715.00
		3 months	£213.00
		1 month	£72.00
	Permits – Residents	Annual	£429.00
		6 months	£215.00
	Excess Charge	Standard	No change
	If paid within 10 days	No change	
<b>Charter M/S Abingdon</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 – 4 hours	£3.80
		4 – 6 hours	£4.70
		Over 6 hours	£5.70
	Permits Mon-Sat (6 day)	Annual	£857.00
		6 months	£428.00
		3 months	£256.00
		1 month	£86.00
	Permits Mon-Fri (5 day)	Annual	£72.00

<b>CAR PARK</b>	<b>TYPE OF PARKING</b>	<b>PERIOD</b>	<b>CHARGES from 1 December 2020</b>
		3 months	£213.00
		1 month	£72.00
	am or pm 6 day	annual	£429.00
	am or pm 5 day	annual	£358.00
	Vehicle Release Fee		No change
	Excess Charges	Standard	No change
		If paid within 10 days	No change
	Permits – Residents	Annual	£429.00
		6 months	£215.00
<b>West St Helen St Abingdon</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 – 4 hours	£3.80
		4 – 6 hours	£4.70
		Over 6 hours	£5.70
	Permits Mon-Sat (6 day)	Annual	£857.00
		6 months	£428.00
		3 months	£256.00
		1 month	£86.00
	Permits Mon-Fri (5 day)	Annual	£715.00
		3 months	£213.00
		1 month	£72.00
	Permits – Residents	Annual	£429.00
	Permits - Residents	6 months	£215.00
	Excess Charge	Standard	No change
		If paid within 10 days	No change



<b>CAR PARK</b>	<b>TYPE OF PARKING</b>	<b>PERIOD</b>	<b>CHARGES from 1 December 2020</b>
<b>Civic Abingdon</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 – 4 hours	£3.80
		4 – 6 hours	£4.70
		Over 6 hours	£5.70
		Excess Charges	Standard
		If paid within 10 days	No change
<b>Cattle Market Abingdon</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 – 4 hours	£3.80
		4 – 6 hours	£4.70
		Over 6 hours	£5.70
		Permits – Residents	Annual
	Permits – Residents	6 months	£215.00
<b>Hales Meadow Abingdon</b>	Pay and Display (Mon-Sun 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 - 4 hours	£3.50
		4 – 6 hours	£4.20
		Over 6 hours	£4.70
		Permits Mon – Sun (7 day)	Annual
		6 months	£342.00

<b>CAR PARK</b>	<b>TYPE OF PARKING</b>	<b>PERIOD</b>	<b>CHARGES from 1 December 2020</b>
		3 months	209.00
		1 month	£67.00
	Permits Mon – Fri (5 day)	Annual	£572.00
		3 Months	£173.00
		Monthly	£57.00
	Permits – Residential	Annual	£386.00
	Permits – Residential	6 months	£194.00
	Market Traders Permits	1 day/week Annual	£85.00
	Excess Charges	Standard	No change
		If paid within 10 days	No change
<b>Rye Farm Abingdon</b>	Pay and Display (Mon-Sun 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.90
		3 – 4 hours	£3.50
		4 – 6 hours	£4.20
		Over 6 hours	£4.70
	Permits Mon-Sun (7 day)	Annual	£684.00
		6 months	£342.00
		3 months	£209.00
		1 month	£67.00
	Permits Mon-Fri (5 day)	Annual	£572.00
		3 months	£173.00
		1 month	£57.00

<b>CAR PARK</b>	<b>TYPE OF PARKING</b>	<b>PERIOD</b>	<b>CHARGES from 1 December 2020</b>
	Permits – Residential	Annual	£386.00
	Permits – Residential	6 months	£194.00
	Excess Charges	Standard	No change
		If paid within 10 days	No change
<b>Portway Wantage</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.70
		3 – 4 hours	£3.70
		4 – 6 hours	£4.70
		Over 6 hours	£5.70
	Permits – School Term	Daily (10 min)	£12.00
	Permits – Residents	Annual	£178.00
	Excess Charges	Standard	No change
		If paid within 10 days	No change
<b>Limborough Rd A &amp; B Wantage</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.70
		3 – 4 hours	£3.30
		4 – 6 hours	£3.70
		Over 6 hours	£4.20
	Permits Mon-Sat (6 day)	Annual	£501.00
		3 months	£150.00
		1 month	£51.00
		Market Traders	£74.00
	Permits –	Annual	£232.00

<b>CAR PARK</b>	<b>TYPE OF PARKING</b>	<b>PERIOD</b>	<b>CHARGES from 1 December 2020</b>
	Residents		
	Permits – Residents	6 month	£123.00
	Excess Charges	Standard	No change
		If paid within 10 days	No change
<b>Mill Street, Undercroft Wantage</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.70
		3 – 4 hours	£3.30
		4 – 6 hours	£3.70
		Over 6 hours	£4.20
	Permits Mon-Sat (6 day)	Annual	£501.00
		3 Months	£150.00
		1 month	51.00
	Permits – Residents	Annual	£232.00
	Permits – Residents	6 months	£123.00
	Excess Charges	Standard	No change
		If paid within 10 days	No change
<b>Southampton St Faringdon</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.50
	Excess Charges	Standard	No change
		If paid within 10 days	No change
<b>Gloucester St Faringdon</b>	Pay and Display (Mon-Sat 8.00am to 6:00pm)	0 – 1 hour	No change
		1 – 3 hours	£1.40
		3 – 4 hours	£2.80

<b>CAR PARK</b>	<b>TYPE OF PARKING</b>	<b>PERIOD</b>	<b>CHARGES from 1 December 2020</b>
		4 – 6 hours	£3.00
		Over 6 hours	£3.20
	Permits Mon-Sat (6 day)	Annual	£356.00
		3 months	£108.00
		1 month	£36.00
		Market Traders	£40.00
	Permits – School Term	Daily (20 min)	£12.00
	Permits - Residents	Annual	£178.00
	Excess Charges	Standard	No Change
		If paid within 10 days	£50.00
<b>General</b>	Skips	24 hour	No change
	Wheelie Bins (per space)	Annual	No change
	Permit Replacement		No change
	Permit Refunds (Admin cost)		No change