

Cabinet report

Report of head of economy, leisure and property

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To: CABINET

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Review of car park fees and charges 2014/15

Recommendations

That cabinet reviews the current car park fees and charges and considers the options put forward by officers, along with any other options it wishes to consider, and decides what, if any, changes it wishes to make to the current car park fees and charges.

Purpose of report

1. The purpose of this report is to provide cabinet with options to consider so that it can determine the appropriate car park fees and charges from 1 April 2014.
2. Reviewing the car park fees and charges each year is in line with the Vale of White Horse District Council's car park pricing policy.

Strategic objectives

3. The provision of public car parks contributes to the achievement of our strategic objective "building the local economy" by giving access to shops, businesses and services within the towns and some villages. It also contributes towards our strategic objective of "effective management of resources" by providing car parking that is value for money and meets the needs of the users.
4. The economic development team undertakes a number of initiatives to deliver the strategic objective of "building the local economy" and the corporate priority of "continuing to invest to improve the viability and attractiveness of our towns". These include working with joint economic forums in Wantage and Faringdon, supporting the

Choose Abingdon Partnership, and the delivery of annual action plans for each town. Within these action plans there are projects aimed to attract increased footfall to the towns, which can be supported by the provision of free car parking.

Background

5. The Vale Council's existing parking policy was last reviewed in 2011 when policy B (1) was removed. This was to reflect the fact that the introduction of the free two hours meant that the income from the service would not meet the expenditure. The other policies are:
 - B (2) Differential pricing may apply between areas in the Vale, including between car parks in the same town
 - B (3) Pricing may be used to regulate and influence usage to achieve a balance between sustainability and environmental objectives, and town centre vitality and viability; hence, short- term and long-term public parking should be differentially priced and located to encourage edge of town parking for commuters, thus freeing town centre parking for shoppers and visitors
 - B (4) Parking will be provided free of charge for disabled badge holders
 - B (5) Parking fees and charges will be reviewed annually.
6. In December 2011 the cabinet agreed to introduce a free period of two hours in the Vale Council's car parks. The scrutiny committee reviewed the impact of the free parking period in 2012 and again in September 2013, when it requested that officers:
 - a) review the cost of permits for staff working in local business, such as retail
 - b) consider extending the length of free parking period and assess the economics of three hours free parking
 - c) review a range of fees between car parks and towns
 - d) consider whether the level of excess charges (fines) is appropriate
 - e) develop a strategy to translate increased use of car parks into economic vitality in market towns and the district.
7. Points a) to d) above are covered within the body of this report. For point e), the economic development team already undertakes a range of projects through the delivery of annual action plans to deliver the strategic objective of "building the local economy" and the corporate priority of "continuing to invest to improve the viability and attractiveness of our towns", which includes increasing the use of car parks. Officers will update the scrutiny committee of these initiatives when it next reports back as requested in February 2014.
8. The current fees and charges and permits for the Vale Council are attached as appendix 1 to this report. As a comparison, fees and charges for other local car parks is attached as appendix 2 to this report. The cost of permits is shown in appendix 3 to this report.
9. In the next section, officers review the main elements of the car park fees and charges. Following this, officers put forward options for the cabinet to consider.

Review of car park fees and charges

10. Officers are required to review the car park fees and charges in accordance with the car park pricing policy B (5) as listed in paragraph 5 above. In addition, officers arranged for a usage survey to be carried out of all Vale Council car parks this year in order to identify those car parks with the most and least demand and also to be able to identify how any changes may affect the usage.
11. As part of the review, officers first looked at the financial situation and the expected income and expenditure if no changes are made.

CAR PARK ACCOUNT OVER FIVE YEARS

12. Table 1 below estimates how the net cost of car parks will change over the five-year period 2012/13 to 2016/17 assuming no changes are made. It should be noted that we do not budget for depreciation or support costs – this is purely a paper exercise, but these elements need to be included. Running costs and support costs are increased by three per cent per year.
13. In 2013/14, if considering just the income and the running costs, then the account shows a small surplus income of just over £7,000. However, taking into account other costs associated with parking, the table shows that there was a deficit on the account at the end of 2012/13 of £142,710 and the estimated deficit for the current year 2013/14 is £211,079. The policy requiring the income to meet the expenditure was removed in 2011, although officers aim to keep the deficit as low as possible.
14. The table also shows that if no changes are made to the level of fees and charges (and assuming levels of usage stay the same) then the car park account will be in deficit of £182,083 in 2016/17 and over the five-year period the account will produce a cumulative deficit of £854,109.

Table 1 Car park account over five years

Car Parks net income (expenditure) updated October 2013	2012/13	2013/14	2013/14	2014/15	2015/16	2016/17
	Actual	Act to Sept	Base budget	Base budget	Base budget	Base budget
Total Income	453,933	226,446	432,800	445,300	445,300	445,300
Less						
Running costs	382,071	228,659	425,770	378,806	390,170	401,880
Outturn actual / budgeted	71,862	(2,213)	7,030	66,494	55,130	43,420
Depreciation for use of asset	96,687	48,344	96,687	96,687	96,687	96,687
Support costs	124,908	62,454	128,655	128,655	132,515	136,490
Less costs attributable to South	(25,011)	(12,506)	(25,762)	(25,762)	(26,534)	(27,331)
Add attributable central costs	17,989	8,994	18,528	18,528	19,084	19,657
Support costs and central recharge	117,885	58,943	121,422	121,422	125,065	128,816
Total Costs	596,643	335,945	643,879	596,915	611,922	627,383

Actual / Projected net income (deficit)	(142,710)	N/A	(211,079)	(151,615)	(166,622)	(182,083)
Actual / Projected net income (deficit) cumulative	(142,710)	N/A	(353,789)	(505,404)	(672,026)	(854,109)

Notes:

Depreciation will continue at this level until a revaluation takes place.

Outturn actual / budgeted is the income and costs budgeted in the year within the car parks team, before depreciation and overheads are charged.

CAR PARK USAGE SURVEY 2013

15. Officers arranged for a usage survey to be carried out of all the Vale Council's car parks on a 'typical' weekday in September 2013. The information collected shows the number of vehicles in each car park for each hour from 8am to 7pm. The length of stay of each vehicle was also recorded. Full details of the usage of each car park, showing how many spaces are used each hour from 8am to 7pm, can be found on the Vale Council website. The following paragraphs outline the main findings.

Abingdon

16. The most occupied car parks in Abingdon are:

- the Charter multi-storey (all levels included) has a maximum usage of 62 per cent overall, but level five has up to 90 per cent occupancy in the morning with most people staying more than three hours
- the Civic car park is nearly 90 per cent full most of the morning with a very large majority staying for up to one hour.

17. The least full car parks in Abingdon are:

- Audlett Drive is only 19 per cent used (i.e. maximum 18 out of 95 spaces)
- Hales Meadow has a maximum of 45 per cent used for most of the day (i.e. a maximum 13 out of 29 spaces)

Faringdon

18. Southampton Street car park is over 70 per cent full during the middle of the day, whilst Gloucester Street only has 20 to 30 per cent occupancy. However, there is a sudden increase in occupancy between 3pm and 4pm in Gloucester Street, which could be related to school pick-up times.

19. In both car parks in Faringdon most people only stay for up to one hour.

Wantage

20. The car parks in Limborough Road have very low usage.

21. Portway car park has well over 90 per cent occupancy for most of the day (10am to 3pm) with the majority of people staying for up to one hour.

COST OF PERMITS

22. The table in appendix 3 lists the cost of permits currently available. Permits provided an income of just over £100,000 in 2013/14. One comment from businesses as part of the 2012 business survey was that 'long stay parking permits should be made cheaper'. As part of the review in 2011 when the free two hours was introduced, the cost of the permits was increased by six per cent. This meant, for example, that a monthly permit for West St Helen's Street car park, Abingdon, went up from £74 to £78.

REVIEW A RANGE OF FEES BETWEEN CAR PARKS AND TOWNS

23. A differential pricing policy already exists between towns and between car parks. A full list of all the car park fees is shown in appendix 1. For example, the cost for up to three hours is £1.00 in Gloucester Street car park in Faringdon, £1.30 in Portway car park, Wantage, and £1.50 in the Civic car park in Abingdon. A similar differential exists for the fees for up to four and six hours.

24. In addition, a differential exists in the same town, but between car parks. For example, the cost for up to four hours parking is £3.40 in car parks in the centre of Abingdon, but only £3.10 in the car parks on the edge of town (Rye Farm and Hales Meadow).

COST OF EXCESS CHARGES (FINES)

25. The Vale Council currently sets the level of the excess charges at £80 payable within 28 days, reduced to £50 if paid within 10 days. The table in appendix 2 shows that this is slightly higher compared with most other local authorities in the area who charge £70. The charges in Oxford city centre are slightly different as the fixed penalty charge notice is £50 or £70 (depending on the offence and as set by the civil parking enforcement regulations). This penalty charge increases to up to £90 if not paid within 28 days.

26. Disputes against excess charges that are considered by officers often comment and/or complain that the level of the fine is disproportionate to the offence. This is especially the case when the excess charge notice issued is for not displaying a ticket when the ticket is actually free.

Options

27. Having carried out a review of the car park fees and charges, officers have put forward a variety of options for the cabinet to consider. The list is not meant to be exhaustive and there may be other options that the cabinet wishes to explore.

A. REDUCTION IN THE PRICE OF PERMITS

28. Offering a reduction in the price of permits would provide direct support to town centre businesses and to those businesses who rely on their staff paying for permits themselves.

29. Offering a limited reduction on say the annual permits may encourage users to purchase a permit for longer than they normally would do. Any offers would have an impact on the overall income, but officers estimate that a reduction of 25 percent on just the annual permits would reduce the Vale Council's income by an estimated £18,000.

B. EXTEND THE LENGTH OF FREE PARKING PERIOD TO THREE HOURS

30. Officers consider that if the length of free parking was increased to up to three hours in all of the Vale Council's car parks, then the loss of income would be some £205,000 per year. This estimate is based on the information from the usage survey in September 2013 and assumes that the users currently paying for up to three hours, up to four hours and up to five hours, will all take advantage of the free three hour period.
31. In December 2012, the economic development team undertook a business survey to understand the impact that two hours free parking was having in the towns. The results overall demonstrated strong support for the scheme with 52 per cent of businesses seeing an increase in visitors and 35 per cent seeing an increase in turnover. The main criticism of the scheme was that two hours was deemed not long enough and many comments referred to the need to extend to three hours free parking so that customers are not rushed and have a chance to explore more of what the towns have to offer.
32. Offering free parking for up to three hours in the car parks near the Vale Council offices would allow for council staff and councillors to park here also, which would reduce the number of spaces available to shoppers.
33. An extension to this option would be to remove all parking fees all together. The car park machines would be removed and the level of enforcement could be reduced. Therefore, a saving could be made to the car park operations, such as the collection of cash from the machines and the issuing and administration of the excess charges. However, running the car parks at no charge would still require a budget to cover the costs of repairs and maintenance for example, as well as NNDR, security and electricity.
34. The car parks would also still require some kind of control. For example, those car parks in the centre of town would have a limited waiting of three or four hours to ensure a suitable turnover of spaces for shoppers and this would still require enforcement.
35. A significant reduction of staff would have to be carefully considered in the light of any future changes in parking arrangements, for example under civil parking enforcement.

C. EXTEND THE DIFFERENTIAL PRICING POLICY

36. The existing differential pricing strategy could be further extended to have short stay or 'premium' car parks for those which are the busiest in the centre of towns. This is in line with the pricing policies B (2) and B (3). The aim would be to increase turnover of the spaces for shoppers and encourage people staying for longer periods of time to park on the edge of towns. Table 2 below gives some examples of how this could be organised. In the examples below, all car parks have free parking for up to three hours. The medium and long stay fees for town centre car parks increase whilst the fees for long stay parking in car parks on the edge of town decrease.

Table 2. Examples of an increased differential pricing strategy

	Up to two hours	Up to three hours	Up to four hours	Up to six hours

	Current fee (no change proposed)	current fee	proposed fee	current fee	proposed fee	current fee	proposed fee
Abingdon town centre Civic and Cattlemarket and lower levels of multi-storey	Free (no change)	£1.50	free	£3.40	£4.00	£4.30	£5.00
Abingdon – edge of town Rye Farm and Hales Meadow	Free (no change)	£1.50	n/a (remove)	£3.10	£3.20	£3.80	£3.50
Wantage town centre Portway	Free (no change)	£1.30	free	£2.90	£3.50	£3.30	£4.00
Wantage – edge of town Limborough Road	Free (no change)	£1.30	n/a remove	£2.90	£3.00	£3.30	£3.20
Faringdon town centre Southampton Street	Free (no change)	£1.10	free	n/a	n/a	n/a	n/a
Gloucester Street – edge of town	Free (no change)	£1.00	Free	£2.40	£2.50	£2.60	£2.60

37. Officers estimate that the overall loss of income would be similar to the loss incurred by offering three free hours, that is just over £200,000. This estimate is based on the assumption that the loss of income from the reduction of long stay parking for some car parks on the edge of town would be netted off against the small increase in medium and long stay for the town centre car parks.

38. These options could be extended further by offering limited waiting for up to three hours only in the town centre car parks in Abingdon and Wantage in a similar way to how the Southampton Street. car park in Faringdon currently operates.

D. AMEND THE COST OF THE EXCESS CHARGES (PARKING FINES)

39. The current cost of the maximum level of 'fine' of £80 is relatively high compared to other local authorities. The excess charge needs to be set at a sufficient level to deter

users from abusing the parking regulations and the £80 level meets this requirement. However, in order to encourage early payment, the reduced level of charge could be further reduced from £50 to £40 if paid within ten working days. This would be to encourage people to settle their excess charge quickly, rather than write to the council and dispute the charge, which has an associated administrative cost.

40. The loss of income from a reduced early payment could be balanced out by having an increase of the level of fine if it is not paid within 28 days and/or a court summons is issued. An increase of up to £90 would be justified due to the additional work that is required to prepare the case to take to the magistrates' court. A £90 charge would bring it in line with the charge made under civil enforcement powers as used for parking in Oxford City and West Oxfordshire.
41. Amendments to the levels of excess charges would not normally require any changes to the car parking order. However, adding an additional level of excess charge would require a change to the car parking order and, therefore, a full consultation process and further consideration by the cabinet of any comments raised during that process.
42. Excess charges currently provide an income of over £100,000 per year. Reducing the level of charge for early payment from £50 to £40 would reduce this income by an estimated 30 per cent or £30,000 per year. Some of this loss could be netted off against an increase in the level of charge if not paid within 28 days.

E. INTRODUCTION OF A CASHLESS PAYMENT SYSTEM. E.G. RINGGO - PAY FOR PARKING BY PHONE

43. The RingGo system is available in Oxford City Council operated car parks. RingGo is a quick, easy to use mobile phone service, allowing motorists to pay for parking with a credit or debit card over the phone, rather than using cash at a machine. The RingGo system is available to all Oxfordshire councils as part of a framework agreement. However, other systems exist and the Vale Council would need to satisfy procurement regulations of any service provided.
44. RingGo would charge the Vale Council 20 pence each time a motorist uses the service. It is up to the Vale Council how much of that charge it passes onto motorists. Most councils pass on all of it and it is branded as a 'RingGo convenience fee'. Additional information would be made available at the tariff boards to show the fee for paying by cash at the fee, plus 20 pence to use RingGo. Motorists expect to pay a small surcharge to use the service; however, the Vale Council could decide to encourage usage by not passing on any additional costs or by passing on just ten pence for example.
45. An option would be to carry out a trial during 2014 in one or two of the busiest car parks and pass on the charge to estimate the take up. In addition, there are also two text messages motorists can choose, or not, to receive. The first is a confirmation text sent shortly after the parking session starts and the second is a reminder sent to the motorist ten minutes before their parking session is due to expire. Both are charged at ten pence and again the motorist would pay for these.
46. There is a further cost associated with the service in order to provide the banking service. RingGo can provide this service at a cost of 5.8 per cent of the value processed. e.g. if it processes a payment of £1.30 from a credit card, it would charge the Vale Council some 7.5p.

47. The estimated income in 2013/14 from pay and display fees is £249,000. If we assume half of the payments are made via RingGo, this would mean an additional cost of £15,000 per year based on a banking service cost of 5.8 per cent.
48. The alternative would be to use the Vale Council's current banking service, which would be at a lower percentage rate for credit cards but fixed at 20 pence per debit card transaction. RingGo offer the same rate for both credit and debit cards (according to RingGo, debit card payments account for 70 per cent of all payments).
49. The only other charges are for ad-hoc items, such as tariff changes and adding new car parks. Tariff changes are £52 per location and adding a new car park or zone to the system incurs a charge of £106.
50. In addition, there is also a one-off initial set-up fee of £1,500.
51. Officers estimate the cost of carrying out a trial in two car parks for one year at £4,000. This includes for on-off set-up costs and the revenue costs for the year. The trial would allow for benchmarking with other suppliers and comments from other councils, as well as consideration of alternative cashless payment systems like automatic number plate recognition.

F. SPACES FOR CHARGING ELECTRIC VEHICLES

52. Officers are aware of electric vehicle charging points at the following locations in the Vale/South Oxfordshire districts:
- Le Manoir aux Quat'Saisons
 - Belfry Hotel
 - Waitrose, Thame
 - Waitrose, Abingdon
 - Orchard Centre, Didcot
 - Didcot Railway Station.
53. In addition, a network of charging points owned by Scottish and Southern Electric and operated by Chargemaster is located in car parks in Oxford and paid for by one-off funding from BMW and the Technology Strategy Board.
54. The charging points can be used for a £25 one-off payment. Car parking fees must still be paid. There is no additional charge for the electricity. Anyone can park in the spaces, they are not restricted specifically to electric vehicles. The charging points are slow chargers – a vehicle would need to be parked on site all day or overnight. They are universal for all vehicles.
55. The charging bays are not separately metered. Figures from Chargemaster suggest that usage is currently very low; therefore, the cost of the additional electricity is negligible.
56. Oxford City Council will shortly be commencing a new trial where it will designate two parking bays in a busy Summertown car park for electric vehicles only. One bay will be allocated to an electric vehicle car club. The aim of the trial is to monitor and measure usage. There will be no income from the users and parking revenue will be reduced.

There will also potentially be bays sat empty in a busy car park. The trial will last for one year.

57. Cherwell District Council and Oxford City Council are also pursuing electric vehicle initiatives for their own fleet, where staff travel patterns match the range that electric vehicles are able to deliver. This is obviously easier for Oxford City where journey distances are generally shorter. Oxford City will include some electric vehicles in its centralised pool car fleet. Charging points will be fast charge, so electric vehicles can be plugged in and recharged during meetings.

58. Officers have agreed with potential developers of the Charter complex in Abingdon that electrical charging points will be available in any new Charter car park. In addition, any agreed improvement or change to the Rye Farm car park should consider including for at least one electrical charging point.

Financial Implications

59. The financial implication for each of the options is summarised in the table below:

Option	Title	Offer	Estimated reduction in income per year
A	Reduction in the price of permits	25 per cent reduction of annual permit prices	£18,000
B	Extending the length of free parking to three hours	For all car parks	£205,000
C	Extend the differential pricing policy	Up to three hours free in town centre. Decrease long stay fees in edge of town car parks but increase medium and long stay fees in 'premium' town centre car parks	£200,000
D	Amend the cost of the excess charges	Reduced fee from £50 to £40	£30,000
E	Special permitted use of car parks at reduced rates	based on the loss of income from each space or the proportionate monthly permit rate for that car park.	£2,000
F	Introduction of a cashless payment system	Trial in two car parks in Abingdon	£4,000

G	Spaces for electric vehicles to charge	One parking space with a service to charge electric vehicles	Negligible, as normal car parking fees apply
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60. The costs indicated above do not take into account any officer time/costs associated with implementing any of the options.

61. Any financial implications of the decisions made as a result of this report will be included in the budget for 2014/15 and the medium term financial plan, which will be agreed by full council in February 2014.

62. The cost of the trial cashless payment system can be carried out from within existing resources.

Legal Implications

63. Changes to the amounts or levels of excess charge would not require any changes to the car parking order. However, introducing an additional level of excess charge would require a change to the order. This would involve a full consultation process and further consideration by cabinet of any comments arising from this process.

64. Any other changes that do not require a change to the body of the order can be introduced by way of notice under section 35C of the Act, given and published in compliance with regulation 25 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Risks

65. The Vale Council is becoming increasingly dependent on its income-generating services, such as car parking, to cover its significant costs, instead of placing the burden on general council taxpayers. As government grant funding reduces, income streams such as car parking will become critical to enabling the Vale Council to become more self-sufficient.

66. All of the proposed involve a reduction in income. Apart from the financial risk that the car parks do not produce sufficient income to cover their running costs, the principal risk in making car parks generally cheaper is that demand outstrips the supply, the car parks are full and users choose to park or go elsewhere.

67. If permits are made cheaper then there is the possibility that those who have paid for permits will no longer be able to park in their chosen locations and they may demand refunds. Officers have not factored this into any of the financial implications.

68. If the excess charges are made cheaper, then the risk is that the excess charge notices will be a less effective enforcement tool.

Other implications

69. Officers have given due regard to the public sector equality duties of the Equality Act 2010. The proposed changes will not directly or indirectly discriminate users who share a protected characteristic. Users who display a disabled badge will be unaffected by the changes, as they will continue to get free parking.

70. The introduction of a pay by phone service would provide an alternative payment system, thereby helping to advance equal opportunities for everyone.

Conclusion

71. The report has reviewed the current fees and charges in line with the Vale Council's car parking policy, although the options that have been put forward are far from exhaustive. Officers are conscious of the fact that there are no options to increase any fees and make up for the loss of income compared to the expenditure.

72. The majority of the options contained in this report favour encouraging people to shop locally and as such increase footfall in town centres. Officers have evidence of how the free parking periods introduced in December 2011 have had a beneficial impact on footfall and business feedback has been positive. Therefore, officers have considered options to build on this, encouraging people into the town centres and providing a good balance between short and long-term parking, rather than options that only make parking more expensive.

Background Papers

- 2013 car park usage survey results

Appendix 1 Vale Council - summary of car park fees and charges 2013

1	5	7 SCHEDULE OF CHARGES	
		7a	7b
<input type="checkbox"/> NAME OF <input type="checkbox"/> PARKING PLACE	<input type="checkbox"/> CHARGING/ NON-CHARGING PERIODS AND MAXIMUM PERIOD FOR WHICH VEHICLES MAY WAIT	<input type="checkbox"/> CHARGES FOR PARKING TICKETS <input type="checkbox"/> Footnote 2 <input type="checkbox"/> Footnote 3 <input type="checkbox"/>	<input type="checkbox"/> PERMITS (INC. VAT) <input type="checkbox"/> Footnote 1 <input type="checkbox"/> Footnote 3
<input type="checkbox"/> ABINGDON <input type="checkbox"/> <input type="checkbox"/> Audlett Drive <input type="checkbox"/> <input type="checkbox"/> Charter Multi Storey <input type="checkbox"/> <input type="checkbox"/> West St Helen Street <input type="checkbox"/> Abbey Close	<input type="checkbox"/> Monday to Saturday, except Abbey Close <input type="checkbox"/> Monday to Sunday <input type="checkbox"/> 8am to 6pm <input type="checkbox"/> 10 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Not exceeding: <input type="checkbox"/> - up to 2 hours no charge <input type="checkbox"/> - up to 3 hours £1.50 <input type="checkbox"/> - up to 4 hours £3.40 <input type="checkbox"/> - up to 6 hours £4.30 <input type="checkbox"/> - over 6 hours £5.30 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> £5.80 per day <input type="checkbox"/> £65 per month (5 day) <input type="checkbox"/> £78 per month (6 or 7 day) <input type="checkbox"/> £194 per quarter (5 day) <input type="checkbox"/> £233 per quarter (6 or 7 day) <input type="checkbox"/> £650 per annum (5 day) <input type="checkbox"/> £779 per annum (6 or 7 day) <input type="checkbox"/> <input type="checkbox"/> Resident permit: <input type="checkbox"/> £287 per annum <input type="checkbox"/>
<input type="checkbox"/> Charter Service Area & all external areas <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Monday to Sunday <input type="checkbox"/> 7 days - Permit Holders only <input type="checkbox"/> <input type="checkbox"/> Maximum stay 24 hours <input type="checkbox"/>	<input type="checkbox"/> N/A	<input type="checkbox"/> £5.80 per day <input type="checkbox"/> £65 per month (5 day) <input type="checkbox"/> £78 per month (6 or 7 day) <input type="checkbox"/> £194 per quarter (5 day) <input type="checkbox"/> £233 per quarter (6 or 7 day) <input type="checkbox"/> £650 per annum (5 day) <input type="checkbox"/> £779 per annum (6 or 7 day)
<input type="checkbox"/> Civic <input type="checkbox"/> Cattlemarket	<input type="checkbox"/> Monday to Saturday <input type="checkbox"/> 8am to 6pm <input type="checkbox"/> 10 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Not exceeding: <input type="checkbox"/> - up to 2 hours no charge <input type="checkbox"/> - up to 3 hours £1.50 <input type="checkbox"/> - up to 4 hours £3.40 <input type="checkbox"/> - up to 6 hours £4.30 <input type="checkbox"/> - over 6 hours £5.30 <input type="checkbox"/>	<input type="checkbox"/> No permits <input type="checkbox"/> Resident permit for Cattlemarket only: <input type="checkbox"/> £287 per annum <input type="checkbox"/>
<input type="checkbox"/> Rye Farm including the lorry park <input type="checkbox"/> <input type="checkbox"/> Hales Meadow	<input type="checkbox"/> Monday to Sunday <input type="checkbox"/> 8am to 6pm <input type="checkbox"/> 10 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Not exceeding: <input type="checkbox"/> - up to 2 hours no charge <input type="checkbox"/> - up to 3 hours £1.50 <input type="checkbox"/> - up to 4 hours £3.10 <input type="checkbox"/> - up to 6 hours £3.80 <input type="checkbox"/> - over 6 hours £4.30 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Lorry park only £7.40 for 24 hours or part thereof <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> £52 per month (5 day) <input type="checkbox"/> £61 per month (6 or 7 day) <input type="checkbox"/> £157 per quarter (5 day) <input type="checkbox"/> £190 per quarter (6 or 7 day) <input type="checkbox"/> £520 per annum (5 day) <input type="checkbox"/> £622 per annum (6 or 7 day) <input type="checkbox"/> <input type="checkbox"/> Resident permit: <input type="checkbox"/> £287 per annum or £144 six months <input type="checkbox"/> <input type="checkbox"/> Market trader permits, one day/week per year £82 <input type="checkbox"/> <input type="checkbox"/>

1	5	7 SCHEDULE OF CHARGES	
		7a	7b
<input type="checkbox"/> NAME OF <input type="checkbox"/> PARKING PLACE	<input type="checkbox"/> CHARGING/ NON-CHARGING PERIODS AND MAXIMUM PERIOD FOR WHICH VEHICLES MAY WAIT	<input type="checkbox"/> CHARGES FOR PARKING TICKETS <input type="checkbox"/> Footnote 2 <input type="checkbox"/> Footnote 3 <input type="checkbox"/>	<input type="checkbox"/> PERMITS (INC. VAT) <input type="checkbox"/> Footnote 1 <input type="checkbox"/> Footnote 3
<input type="checkbox"/> WANTAGE <input type="checkbox"/> <input type="checkbox"/> Portway	<input type="checkbox"/> Monday o <input type="checkbox"/> Saturday <input type="checkbox"/> 8am to 6pm <input type="checkbox"/> 10 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Not exceeding: <input type="checkbox"/> - up to 2 hours no charge <input type="checkbox"/> - up to 3 hours £1.30 <input type="checkbox"/> - up to 4 hours £3.30 <input type="checkbox"/> - up to 6 hours £4.30 <input type="checkbox"/> - over 6 hours £5.30 <input type="checkbox"/>	<input type="checkbox"/> Resident permit: <input type="checkbox"/> £119 per annum <input type="checkbox"/> <input type="checkbox"/> School Term Permit (10 mins) £10.60 <input type="checkbox"/>
<input type="checkbox"/> Limborough Road 1 and 2 <input type="checkbox"/> <input type="checkbox"/> Mill Street Undercroft	<input type="checkbox"/> Monday to Saturday <input type="checkbox"/> 8am to 6pm <input type="checkbox"/> 10 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Not exceeding: <input type="checkbox"/> - up to 2 hours no charge <input type="checkbox"/> - up to 3 hours £1.30 <input type="checkbox"/> - up to 4 hours £2.90 <input type="checkbox"/> - up to 6 hours £3.00 <input type="checkbox"/> - over 6 hours £3.50 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> £46 per month (6 or 7 day) <input type="checkbox"/> £136 per quarter (6 or 7 day) <input type="checkbox"/> £455 per annum (6 or 7 day) <input type="checkbox"/> <input type="checkbox"/> Resident permit: <input type="checkbox"/> £71 per half year <input type="checkbox"/> £143 per annum <input type="checkbox"/> <input type="checkbox"/> Market Traders Permit: <input type="checkbox"/> 1 day a week £67 per annum <input type="checkbox"/>
<input type="checkbox"/> FARINGDON <input type="checkbox"/> <input type="checkbox"/> Southampton Street	<input type="checkbox"/> Monday to Saturday <input type="checkbox"/> 8am to 6pm <input type="checkbox"/> 10 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Not exceeding: <input type="checkbox"/> - up to 2 hours no charge <input type="checkbox"/> - up to 3 hours £1.10 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> School Term Permit (10 mins) £10.60 <input type="checkbox"/>
<input type="checkbox"/> Gloucester Street	<input type="checkbox"/> Monday to Saturday <input type="checkbox"/> 8am to 6pm <input type="checkbox"/> 10 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Not exceeding: <input type="checkbox"/> - up to 2 hours no charge <input type="checkbox"/> - up to 3 hours £1.00 <input type="checkbox"/> - up to 4 hours £2.40 <input type="checkbox"/> - up to 6 hours £2.60 <input type="checkbox"/> - over 6 hours £2.80 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> £33 per month (6 or 7 day) <input type="checkbox"/> £98 per quarter (6 or 7 day) <input type="checkbox"/> £324 per annum (6 or 7 day) <input type="checkbox"/> <input type="checkbox"/> Resident permit: <input type="checkbox"/> £119 per annum <input type="checkbox"/> <input type="checkbox"/> Market Traders Permit: <input type="checkbox"/> One day per week £36 per annum <input type="checkbox"/> <input type="checkbox"/> School Term Permit (10 mins) £10.60 <input type="checkbox"/>

		7 SCHEDULE OF CHARGES	
1	5	7a	7b
<input type="checkbox"/> NAME OF <input type="checkbox"/> PARKING PLACE	<input type="checkbox"/> CHARGING/ NON-CHARGING PERIODS AND MAXIMUM PERIOD FOR WHICH VEHICLES MAY WAIT	<input type="checkbox"/> CHARGES FOR PARKING TICKETS <input type="checkbox"/> Footnote 2 <input type="checkbox"/> Footnote 3 <input type="checkbox"/>	<input type="checkbox"/> PERMITS (INC. VAT) <input type="checkbox"/> Footnote 1 <input type="checkbox"/> Footnote 3
<input type="checkbox"/> BOTLEY <input type="checkbox"/> <input type="checkbox"/> West Way Shoppers Car Park, <input type="checkbox"/> (Church Way, Chapel Way, Elms Parade)	<input type="checkbox"/> Monday to Sunday <input type="checkbox"/> <input type="checkbox"/> Maximum stay 3 hours <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> No charge	<input type="checkbox"/> No charge
<input type="checkbox"/> Service Area 1 & 2 <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Monday to Sunday <input type="checkbox"/> 7 days – Permit Holders only <input type="checkbox"/> <input type="checkbox"/> Maximum stay 24 hours <input type="checkbox"/>	<input type="checkbox"/> N/A	<input type="checkbox"/> No charge

Footnote 1: The Council will charge £12 when asked to issue replacement permits.

Footnote 2: No charges apply to motorcycles or vehicles displaying a disabled person's badge at all car parks.

Footnote 3: A valid ticket or parking permit will be required to be displayed during a charging period at those car parks where charges are payable, including those periods when a charge is not payable. All car parks have a 'No Return' period of two hours except the service areas in Botley and the Charter.

8	
1	EXCESS CHARGES AND CONCESSIONARY EXCESS CHARGES (not subject to VAT)
NAME OF PARKING PLACE	EXPIRED TICKET; EXPIRED PERMIT; NO PERMIT DISPLAYED; NO VALID TICKET OR PERMIT DISPLAYED; PERMIT OR TICKET NOT VALID FOR PARKING PLACE; WRONG REGISTRATION NUMBER ON TICKET; EXCEEDED MAX 3 HOUR STAY; EXCEEDED MAX STAY; RETURNED WITHIN 2 HOUR TIME LIMIT; NO VALID DISABLED BADGE DISPLAYED; PARKED IN AN UNAUTHORISED AREA; NOT PARKED WITHIN A MARKED BAY; EXCEEDED WEIGHT RESTRICTION; NO OVERNIGHT CAMPING
All car parks	Excess Charge £80 payable within 28 days of the excess charge notice otherwise concessionary excess charge £50 if paid within 10 days.

Appendix 2

Comparison of pay and display car park charges, October 2013

Place	Average Charging periods	up to 1 hour	up to 2 hours	up to 3 hours	up to 4 hours	up to 5 hours	up to 6 hours	up to 8 hours	up to 10 hours	up to 12 hours	ECN
Vale of White Horse DC (e.g. Portway, Wantage)	8am - 6pm Mon - Sat		Up to 2 hrs no charge	1.30	3.30		4.30	5.30		5.30	Max £80
Vale of White Horse DC (e.g. Gloucester St, Faringdon)	8am - 6pm Mon - Sat		Up to 2 hrs no charge	1.00	2.40		2.60	2.80		2.80	Max £80
Vale of White Horse DC (e.g. Cattlemarket, Abingdon)	8am - 6pm Mon - Sat		Up to 2 hrs no charge	1.50	3.40		4.30	5.30		5.30	Max £80
South Oxfordshire District Council	9am to 5pm 8am to 6pm (in Henley on Saturdays)	Free or 50p	80p	1.50		1.80 to 2.10		1.60 to 3.10			Max £70
Train Station, Henley (discounts apply if pay by 'phone)	All day			1.00	1.50		2.50	4.50			Max £70
Dry Leas (Henley rugby club)	9am-5pm Mon to Friday									2.30	unknown
Mill Meadows (Henley Town Council) Mon-Fri Sat and Sun and BHs		1.20 1.50	2.50 3.00		5.00 6.00					7.00 8.00	Max £70
Wycombe DC (High Wycomb) Easton Street	7am – 6pm Mon - Sat	1.00	1.50	2.00	2.50					5.00	Max £70
Wycombe DC (High Wycomb) Baker St	7am - 7pm Mon - Sat		1.50				3.50			3.50	Max £70
Wycombe DC (Marlow) Dean St	7am - 7pm Mon – Sat (£1.00 Sunday and Bank Holidays)	60p (40p for up to 30 mins)	1.20	1.50	2.00		3.00			5.50	Max £70
Woking Borough Council (Victoria Way, Brewery Road & Heathside Crescent)	6am - 7pm Mon – Sat (also charges Sunday at reduced rate)	1.20	2.40	3.60	4.80	6.00	6.00	9.00			Max £70
Wargrave, School Lane (short stay)	8am - 6pm Mon - Sat	40p	60p		2.00				4.00		Max £80
Wokingham town centre, Easthampstead Rd (long stay)	8am - 6pm Mon - Sat	70p	1.20	2.00	2.00		3.00		4.00		Max £80
West Berkshire Council (Newbury central library)	8am - 6pm Mon - Sat (*£1 after 6pm)	1.00	2.20	3.40	4.50		6.50	8.50		12.00	Max £80
Aylesbury Vale DC (Upper Hundreds Town centre – short stay)	8am - 6.30pm Mon - Sat	1.00		2.00	3.50	5.00				8.00 up to 24 hrs	Max £70

Aylesbury Vale DC (Hampden House – inner long stay)	8am - 6.30pm Mon - Sat					2.50					4.00 up to 24 hrs (1.00 overnight)	Max £70
Aylesbury Vale DC (Friarscroft – outer long stay)	8am - 6.30pm Mon - Sat										4.00 up to 24 hrs (1.00 overnight)	Max £70
Banbury (Market Pl, ultra short stay)	8am - 6pm Mon –Sun	£1.20 (80p up to 30 mins)										Max £70
Bicester (Cattlemarket)	as above	60p	1.20	1.70	2.20				2.50			Max £70
West Oxfordshire DC (Marriotts Walk multi-storey, Witney)	8am - 6pm Mon -Sat	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Max £70
West Oxfordshire DC (Woodford Way)	8am - 6pm Mon -Sat	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Max £70
Cherwell DC (Claremont)	8am - 7pm Mon -Sun	60p	1.20 or Sunday £1 over 1hr	1.70								Max £80
Cherwell DC (Cattle Market)	8am - 7pm Mon -Sun	60p	1.20 or Sunday £1 over 1hr	1.70	2.20					2.50		
OCC (Redbridge Park & Ride)	5am - 6:30pm										2.00 or by RINGO 2.20	Max £70
OCC (Westgate)	8am -8pm Sun -Fri 8am -8pm Sat	2.50 2.50	4.10 4.10	6.10 6.10	7.70 7.80	11.70 14.70	17.70 22.10				22.30 28.00	Max £100
OCC (Worcester Street)	8am -8pm Sun -Fri 8am -8pm Sat	3.20 4.00	5.30 6.00	7.30 9.20	8.90 11.10	13.60 17.00	20.60 25.80				24.70 30.90	Max £100

Appendix 3 Vale Council - car park permit prices 2013/14

CAR PARK	DAY PERMIT	ANNUAL 6/7 day	QUARTERLY 6/7 day	MONTHLY 6/7 day	ANNUAL 5 day	QUARTERLY 5 day	MONTHLY 5 day	RESIDENTIAL 12 Month	RESIDENTIAL 6 Month
Abbey Close	£5.80	£779.00	£233.00	£78.00	£650.00	£194.00	£65.00	£287.00	£144.00
Audlett Drive	N/A	£779.00	£233.00	£78.00	£650.00	£194.00	£65.00	£287.00	£144.00
West St Helen Street	N/A	£779.00	£233.00	£78.00	£650.00	£194.00	£65.00	£287.00	£144.00
The Charter	N/A	£779.00	£233.00	£78.00	£650.00	£194.00	£65.00	£287.00	£144.00
		Annual AM/PM £390.00			Annual AM/PM £325.00				
Civic	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cattle Market	N/A	N/A	N/A	N/A	N/A	N/A	N/A	£287.00	£144.00
Hales Meadow	N/A	£622.00	£190.00	£61.00	£520.00	£157.00	£52.00	£287.00	£144.00
Rye Farm	N/A	£622.00	£190.00	£61.00	£520.00	£157.00	£52.00	£287.00	£144.00
Portway	£5.80	N/A	N/A	N/A	N/A	N/A	N/A	£119.00	N/A

Limborough Road	N/A	£455.00	£136.00	£46.00	N/A	N/A	N/A	£143.00	£72.00
Mill Street	N/A	£455.00	£136.00	£46.00	N/A	N/A	N/A	£143.00	£72.00
Southampton Street	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gloucester Street	N/A	£324.00	£98.00	£33.00	N/A	N/A	N/A	£119.00	N/A

The HGV charges for the Rye Farm car park are:

- £77 for one day/week per year
- £7.30 for 24 hours
- £636 for five days/week per year
- £159 for one day/week per year