

Cabinet Report

Report of Head of Housing and Environment

Author: John Backley

Telephone: 01235 422667

Textphone: 18001 01235 422667

E-mail: john.backley@southandvale.gov.uk

Wards affected: all

Cabinet member responsible: Jenny Hannaby

Tel: 01235 767056

E-mail: jenny.hannaby@whitehorsedc.gov.uk

To: CABINET

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Car park fees and charges for 2020/21

Recommendations

- (a) determine whether it wishes to amend the car parking fees in line with the proposals set out in paragraph 9 to 33 of this report

In addition, if cabinet does agree to amend the fees and charges, to:

- (b) authorise the head of Legal and Democratic services to prepare and publish a draft order under the Road Traffic Regulation Act 1984

and

- (c) allow the head of Housing and Environment to oversee necessary consultations in accordance with the requirements of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Responses will be reported back to cabinet after the end of the consultation period.

Purpose of Report

1. This report provides information for cabinet members to consider an in year review of car park fees and charges in the Vale of White Horse District Council's three market towns of Abingdon, Faringdon and Wantage.
2. Reviewing the car park fees and charges each year is in line with paragraph B (5) of the council's car park pricing policy which is attached as appendix 1.

Corporate Objectives

3. The provision and pricing of car parking supports the Vale Council's strategic objective to make our market towns thriving places.

Feedback from Climate Emergency Advisory Committee (CEAC)

4. The CEAC considered a number of options for reviewing car park fees and charges at their meeting on Tuesday 28 January 2020. Officers have added the options that they support to the summary in Table 2.

Background

5. The Vale Council's current fees and charges are shown in appendix 2 to this report. The Vale removed the charge of 40p, 50p or 60p for up to one hour in 2011 and introduced free short stay parking for up to two hours that came into effect on 1 December 2011. The council also increased the charging period from 8am to 4pm to 8am to 6pm. Appendix 4 shows a summary of the fees in 2011.
6. The parking policy is attached as Appendix 1. The policy was amended in July 2011 to reflect the fact that the introduction of the free two hours meant that the income from the service would not meet the expenditure. There is currently no requirement to set fees at a level so that the income meets the expenditure. This report provides the annual review of fees and charges as required by Policy B(5).
7. Reviewing the income and expenditure over five years allows cabinet to take a medium-term view of how income and expenditure are likely to change and see whether the account is running at a loss or with a surplus.
8. Table 1 below summarises the actual income and expenditure for the last financial year and the budget forecast up to 2024/25. This includes an estimated loss of income due to the suspension of fees from 24 March 2020 to 8 June 2020 due to Covid-19 of £124,000. The table shows that the car park 'account' made a net loss of some £231,791 in 2019/20 and the deficit is forecast to continue. The five year forecast cumulative net expenditure is £1.8m by 2024/25.

Table 1 Car park income and expenditure

<i>Car Park Operations</i>	Actual	Forecast	Budget	Budget	Budget	Budget
<i>5 Year Forecast Breakdown</i>	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Expenditure total	712,922	724,629	778,826	806,410	820,655	835,314
Income total	(481,130)	(380,202)	(504,702)	(504,702)	(504,702)	(504,702)
Net (income)/expenditure	231,791	344,427	274,124	301,708	315,953	330,612

Options

9. The car park policy requires a review of the fees and charges each year. Officers have provided a range of options for the council to consider taking into account the six year account which is forecast to run at a loss. These options are set out below (nett of VAT).

A. Increase all fees (for up to two hours and above) by 20p (or 40p)

10. The fees vary in each car park but for example, Option A is a change of:

- up to 3 hrs - £1.00/1.50 to £1.20/£1.70
- up to 4 hrs - £3.10/£3.40 to £3.30/£3.60
- up to 6 hrs - £3.80/£4.30 to £4.00/£4.50
- over 6 hrs - £4.30/£5.30 to £4.50/£5.50

11. Officers estimate that a 20p increase on each fee would increase overall income by £20,000 per year.

12. Similarly, if cabinet agreed a 40p increase on each fee, this would increase overall income by an estimated £40,000 per year.

B. Introduce flat fee of 60p for up to two hours (to replace the current free parking)

13. This would produce an estimated additional income of £261,000 per year which would just cover the current estimated deficit but not provide any leeway. A flat fee of 60p for up to two hours is a reasonable cost compared to other nearby local authorities.

C. Reduce free parking from two hours to one hour and introduce a charge of £1.50 for up to two hours and £2.00 for up to 3 hours.

14. Rather than have parking for free for up to two hours, this options only allows free parking for up to one hour and parking for up to two hours would cost £1.50. The fee for parking up to three hours would increase from £1.50 to £2.00. Officers estimate an increase in income of £237,000 per annum which would greatly reduce the current forecast deficit in the car parking account but not cover it completely.

15. This increase in income is based on current parking habits and the actual income is dependent on whether a quarter of those people who currently take a free 'two hour' ticket would pay £1.50 to park for up to two hours. Parking for free for up to one hour brings the fee in line with neighbouring authorities.

D. Increase the cost of parking permits by ten per cent

16. Budgeted annual income from permits is £84,500. Officers estimate that increasing the costs of permits by 10 per cent would increase the income by £8,000 per year. The cost of the permits has not changed since 1 April 2013 and so a ten per cent increase is in line with inflation.

Officers propose the further options to improve the operation of the service:

E. Formalise the parking for one coach and market traders in Hales Meadow car park, Abingdon. Remove the commercial vehicle parking in Rye Farm car park, Abingdon and use the area to create 'overflow' parking for smaller vehicles

17. The Rye Farm car park is located only five minutes' walk outside of Abingdon town centre. It is divided into two parts. There are 121 spaces in the main car park with a height restriction of two metres and separately there is a coach and lorry park with spaces for 13 large commercial vehicles or camper vans. Up until early 2018, up to four heavy goods vehicles (HGVs) parked in the lorry park each weekday.

18. Reports from car parks inspectors are of the majority of lorries turning left into the car park having come through Abingdon town centre around the one-way system. HGVs

produce about seven times more emissions to air than cars and the removal of the lorry park will reduce the number of large vehicle movement through the town centre and through the Abingdon Air Quality Management Area.

19. The lorry park has on occasions been used by travellers which has resulted in extra costs and loss of income.
20. The number of permits offered for car parks in Abingdon town centre is reaching capacity and changing the use of the commercial part into use by smaller vehicles would provide more spaces to those people living and working in Abingdon and encourage more out of town parking ('Park and Walk') and so reduce pollution and traffic movements in the town centre.
21. The access road into the commercial car park at Rye Farm was closed in November 2018 as it was deemed too dangerous for vehicles to pass as very large potholes opened up along the access road.
22. In July 2019, a temporary extra-large bay was marked out in Hales Meadow car park (opposite Rye Farm car park) to provide one space for coach parking only, to meet the demands of local coach companies who used to set down and pick up from Rye Farm commercial car park. Two large bays were also marked out for mobile homes. Since the closure of the commercial parking in Rye Farm, market traders have parked in Hales Meadow each Monday and officers wish to formalise this arrangement so the Hales Meadow car park can be used exclusively by market traders only on market days.
23. Closing the lorry park has resulted in a loss of income of £8,400 per year. At the same time additional vehicular parking (under 2m high) was created by opening the gate at the rear of Rye Farm car park to provide 'overflow' parking in an area previously reserved for commercial vehicles which is expected to increase income by £4,000 per year.
24. The creation of a coach drop-off/pick up bay in Hales Meadow car park (maximum stay 20 minutes) was well received by coach companies and the public and officers now wish to formalise this arrangement which will require a change to the car parking order.

F. Removing residential permits to bring them in line with parking permits

25. Historically, the Vale Council has offered parking permits to local residents living in close proximity to car parks at a reduced cost ('residential permits'). For example residents living in named streets in the vicinity of Limborough Road car park in Wantage can buy an annual parking permit for £143 whereas the cost of the equivalent parking permit is £455.
26. A number of developments in town centres provides accommodation without any parking and demand for cheaper residents parking far out numbers the spaces in the car parks. This can be to the detriment of visitors to the car parks as the turn-over of spaces is reduced by residents parking all day. Residents are able to park at no charge overnight (6pm to 8am).
27. Officers propose that these reductions for local residents are phased out over the next two years. For example, advanced warning once agreed in 2020, a 50 percent increase a year later and no further sales after a further year. Residents would still be able to purchase permits to park in car parks at the current rate of 50 percent reduction

for annual permits and 40 percent for quarterly permits, based on the cost of parking all day. Officers estimate the change in income would be negligible.

G. Making the Civic car park, Abingdon, short stay only with a maximum stay of three hours at £1.50 for up to three hours (or £1.70/£1.90 if option A agreed for increase of all fees)

28. Option F is in line with paragraph B(3) of the car park policy (attached as Appendix 1) which aims to achieve a balance between sustainability and environmental objectives and short- term and long-term public parking. The location of Abbey House adjacent to the Civic car park means that up to a third of the 59 spaces are taken by users parking all day or ‘meter feeding’ to avoid paying for long stay parking. Introducing a maximum stay of three hours would encourage a turnover and use by shoppers as it is the closest car park to the town centre and market place.

29. Ticket sales show only about 10 percent of users stay for more than three hours so officers estimate a loss of income at £4,000 per year. Additional long stay parking can be made available by increasing the number of parking bays for vehicles in Rye Farm car park.

H. Charging points for electric vehicles

30. Officers are currently working with officers from Oxfordshire county council to consider the installation of chargers for electric vehicles in car parks. If agreed, the provision of electric vehicle charging points will require changes to the car park order to enforce their proper use. Officers therefore request that cabinet agree for these changes to be included in any new order (for example electric vehicle parking in bay exceeding time limit and unauthorised parking in bay reserved for electric vehicle charging).

I. Other considerations

31. The current levels of ECNs at £80 reduced to £40 for early settlement is at a comparable level with other councils. Increasing the amount of the fine by say £10 would produce a relatively small increase in income and officers consider the current level is sufficient to provide a suitable deterrent.

32. Officers recommend that all other aspects of the fees and charges such as the charging periods, free parking for disabled and motorbikes and free parking on Sunday (except Rye Farm, Hales Meadow and Abbey Meadow), remain the same.

33. All of the options are summarised in the table below (stand alone and NON cumulative) in order of additional income with the greatest first.

Table 2 Summary of options to car park fees including CEAC feedback

Option	Description	Additional Income pa	Loss of income	Supported by CEAC Yes/No	Require new car parking order?
A 'do nothing' option would mean an annual net expenditure of up to £330,00 in 2024/25					
A	Increase all fees (for up to two hours and above) by 20p (or 40p)	£20,000 (or		Not considered	Can be done by ad in

		£40,000)			paper and varied order
B	Introduce a flat fee of 60p for up to two hours (to replace the current free parking).	£261,000		No	Change to CP order
C	Reduce free parking from two hours to one hour and introduce a charge of £1.50 for up to two hours and £2.00 for up to 3 hours.	£237,000		Yes	Change to CP order
D	Increase the permit costs by ten per cent	£8,000		Yes (but not residential permits)	Can be done by ad in paper and varied order
Operational improvements					
E	Formalise the parking for one coach in Hales Meadow car park, Abingdon remove the commercial vehicle parking in Rye Farm car park, Abingdon and use the area to create 'overflow' parking for smaller vehicles Formalising the parking and permits for market traders in Hales Meadow car park (rather than Rye Farm).	£4,000		Yes	Change to CP order
F	Removing the cost of residential permits by bringing them in line with parking permits over a period of two years	Negligible		No	Can be done by ad in paper and varied order
G	Making the Civic car park, Abingdon, short stay only with a maximum stay of three hours at £1.50 for up to three hours (or £1.70/£1.90 if cabinet agree other increases)		-4000	Yes	Change to CP order
H	Update car park order to enforce electric vehicle charging points		De minimus	Yes	Change to CP order
I	Other considerations – no change ECNs £80 reduced to £50 if paid within 14 days Free parking on Sunday (except Rye Farm, Hales Meadow and Abbey Meadow car parks in Abingdon) Free parking when displaying a disabled badge	N/A		Yes	N/A

Indicative timetable

Meeting	Date	Comments
Cabinet	Friday 7 August	Authorise the head of Legal and Democratic services to prepare and publish a draft order
Consultation	1 September to 13 October	Min. four weeks consultation
Scrutiny	October	Date tbc
Cabinet	December	Consider any representations and finalise car park order
Publish order and organise new signs	January 2021	
Implementation	By February 2021	

Monitoring the impact of the removal of free parking period

34. Officers propose that if agreed, a number of indicators are monitored to measure the impact of the change to the car park fees. For example ahead of the introduction of changes to free parking, we will establish a base line for the number of users staying for up to two hours (from the number of free tickets taken) per month. We will then compare the number of users paying for up to two hours when the new fees are introduced. For budget monitoring purposes we already keep close track of income from ECNs, fees paid at the machine and by phone and the income from permits. Officers will report on a monthly basis the income compared to SMPY (same month previous year).
35. Officers also propose to work with colleagues in Economic Development to consider carrying out surveys about how people travel to the high street. As we work towards implementing initiatives to encourage walking and cycling and recovering from Covid-19, then this evidence may help to justify further funding that may be used to off-set loss of income from parking fees.

Economic development implications

36. Appendix 3 compares car park fees and charges to neighbouring local authorities and shows that a fee of £1.50 for up to two hours is very competitive. However, there are private operators that provide free parking such as at Sainsbury's in Wantage for up to two hours, Waitrose in Abingdon for up to two hours and in Faringdon.
37. Businesses in the Vale's market towns have struggled in recent years with the growth of nearby shopping centres in Oxford and Didcot and internet shopping. Although the cost of short stay parking in Option A is not significant, when compared to some other neighbouring car parks, some businesses may think it will discourage local people to make short visits to town centres.
38. Over the last three years, Vale Chambers of Commerce, business groups and individual businesses continually assert that the Vale needs free parking like Witney. They believe that Witney town centre thrives due to the free parking and residents will

travel to Witney instead of Abingdon/Faringdon/Wantage as there is free parking. To date actual evidence of this has not been provided.

39. In 2014 the Vale commissioned a report to undertake research into the behaviour of visitors to Vale market towns and their attitude towards the provision of the two hours free parking. The report estimates that if the two hours free parking were no longer available then 1 in 10 people would go elsewhere or not visit the towns as much. Further details below under ‘Other implications’.

Financial Implications

40. Any council decision that has financial implications must be made with the knowledge of the council’s overarching financial position. 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 due to receive £0.2 million less in revenue funding than it planned to spend in 2020/21, rising to £2.8 million in 2021/22 (with the balance coming from unallocated New Homes Bonus which will be depleted by 2023/24). This funding gap was predicted to increase to over £6.2 million per annum by 2024/25 before recent events including delivering a response to the Coronavirus and planning for further changes in Government Grants. Latest estimates show the council funding gap increasing by approximately £2m in 2020/21 which will worsen further in the medium term due to delayed changes to Business rates income. Every financial decision will be made in cognisance of the need to eliminate this funding gap during the next five years.
41. Like many local governments facing substantial funding cuts and a slow economy, the medium-term financial position of the council is extremely sensitive to change. The 2011 introduction of the free two hours parking was predicated on the New Homes Bonus which it is currently being phased out by central government and the existing unallocated balance will be used by 2023/24. The annual budget is balanced by income generating services and cross subsidy within this area of the budget must be avoided in all circumstances.
42. The car park account is currently in deficit for the medium term and the impact on fees and charges of the Covid-19 pandemic in 2020/21 is an additional pressure.
43. If no options are approved from the report, then the account is forecast to remain in deficit. Additionally, there are several areas where an additional financial impact of Covid-19 could be suffered due to behavioural changes. Clearly any resurgence in infection rates would heighten the risk of a renewed lock down and there may be less vehicles in the area if as appears likely, more residents work from home or use other greener forms of transport. It is currently very difficult to accurately estimate the effects of this, but it is likely that with no action the car park account deficit will increase.
44. The report contains several options for consideration to restore a balanced account and the impact of individual and combined changes to policy are set out below.
45. If option B is approved, it is estimated that additional income of £261,000 will accrue to the parking account. If this is combined with option D the estimated income will increase to £269,000 which would allow the parking account to be balanced. However, this would not secure the medium-term balance on the Car Park account and fees will need to be increased again in 2022/23 to maintain the balanced account.

46. Options C and D in the report will contribute £245,000 additional income, and the parking account deficit will be reduced but additional charges or operating efficiencies will be necessary in the future to establish and maintain a balanced account.
47. The parking account currently includes excess parking notice income which is included within the options to balance the account in the short term. Using this income in this way involves risks in respect of income trends when parking practices change and public perception that penalties are used to pay for the service which can lead to increased appeals and/or reputational damage. Future proposals will include measures to reduce reliance on this income.
48. The introduction of charging for up to two hours will involve a cost to update the software in the car park machines and a small cost to advertise the order. Officers recommend that the tariff boards at the machines are replaced at the same time as any changes are introduced which would cost an estimated £20,000 and require an in-year growth bid to be approved.

Legal Implications

49. The purpose of having car park orders under Section 32 of the 1984 Road Traffic Regulations Order (RTRA) is for 'relieving or preventing congestion of traffic'. The council has no legal powers to set parking charges at a higher level than that needed to achieve this. The council meets this requirement by having off-street car parks which are accessible and well used which means that people do not park on the highway which may cause traffic to be held up.
50. The legislation allows for tariff changes (such as Option A to increase all fees by 20p or 40p) to be made by a simple process by way of a Variation Order. This requires a notice in the car park that the tariff change relates to and in the local newspaper. We must allow 21 days before the new fees come into affect.
51. If cabinet agree to implement any of the above options B to G, this will require the making of a new order. Doing this would be in accord with the general duty upon the council under section 122(1) of the 1984 Road Traffic Regulations Act (RTRA), to ensure the provision of suitable and adequate off-street parking facilities and "secure the expeditious, convenient and safe movement of traffic".
52. 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 we must follow. The Vale is required to publish the proposed order in the car park and in the local press. The Vale must also consult with the county council (who must consent to the order) and other appropriate organisations including the Police. Cabinet must consider all representations received before making the order.
53. Cabinet will need to authorise the head of legal and democratic services to prepare and publish a draft order under the RTRA and to agree for the Head of Housing and Environment to carry out the necessary consultations in accordance with the requirements of the Act and the LATO and to report back to cabinet on the responses received after the end of the consultation period which is normally 28 days. Officers aim to bring a report to cabinet by December 2020 to consider any objections and representations and decide or not to change the order in light of these.

54. The legal requirements to change the order as above will take at least four months. If the cabinet agrees in December to remove the free parking periods and introduce a fee, then the new order may be able to come into effect on 1 February 2021. However, the exact date will depend on whether the decision is subject to a scrutiny call-in and whether representations are received that cabinet wants to take into consideration.

Equality and diversity

55. The car parks continue to offer up to five per cent of the total number of spaces as extra wide spaces for disabled drivers in line with national standards, but this may be more or less depending on location and demand. There is no charge to park when displaying a valid blue badge in any space.

Risks

56. Officers have included a risk factor in their calculations for estimating the income from car park users paying to park rather than park for free, but the risk remains that the proposed changes will not produce the income estimated. The risk is that people will choose to shop elsewhere or use alternative means of transport and that the increase in income will be less than estimated. This may thereby impact on the businesses in the town if the number of visitors to the towns reduces.

Communications

57. A change to the car park order will require a formal consultation with the highways authority and other statutory consultees. The changes will be advertised in local newspapers and in all the car parks.

58. Officers recommend that the same changes are used as part of a consultation exercise (late 2020) with residents and users of the car park as well as other stakeholders such as the town councils, business networking groups and chambers of commerce.

Climate implications

59. Vale is considering a target to work towards a 75 per cent reduction in district wide carbon emissions by 2030. An option is to include ways to encourage people to invest in Electric Vehicles (EV) is by making parking less expensive for their drivers. Another way of doing this is by 'penalising' those high emission vehicles by making it more expensive to park and Cabinet may wish to consider these options in the future once the implementation of EV charging points is agreed.

Other implications

60. The two car parks at Rye Farm and Hales Meadow are owned by the Vale Council but located in the district of South Oxfordshire and there is a legal deed in place which allows the Vale to operate the car parks within the administrative area of South. These two car parks therefore operate under a different car parking order to all the other car parks in the Vale and any formal changes to the order will require consultation with South Oxfordshire District Council.

61. If changes to the free parking arrangements are agreed, certain indicators should be put in place to monitor the economic impact on the towns and these could include local business and user surveys, car park usage surveys and air quality.

62. In 2014 the Vale commissioned a company to carry out a face to face on-street survey of passers-by in the market towns of Abingdon, Faringdon and Wantage. The survey included a question about whether the removal of two hours free parking would influence future trips. The table below is taken from the report summarises the results:

Table 7: If 2 free hours was no longer available, would you?			
	Abingdon	Faringdon	Wantage
Still drive here	44	18	35
Use another form of transport	5	4	3
Not come here as much	8	7	4
Go somewhere else	9	7	2
	66	36	44

63. In percentage terms the numbers of visitors by car who said they would go elsewhere or not visit as much, is shown below with commonly cited places of where they might go:

- 17 percent in Abingdon and go to Oxford by bus, Didcot and Witney
- 14 percent in Faringdon and go to Swindon, Witney and Wantage
- 6 percent in Wantage and go to Reading, Didcot or Oxford.

64. In addition the survey report goes on to calculate that if the two hours free parking did not exist, we would lose one in ten visitors which equates to a loss of £11,000 per day.

Conclusion

65. The car park account shows a forecast deficit over the next five years and officers recommend changes to fees to aim to reduce this deficit. Officers have provided a number of ways for this to be achieved and request the cabinet to indicate which of the options should be implemented. Officers will then carry out formal consultation on a draft car parking order and report back to cabinet for confirmation and implementation.

Background Papers

- None

Appendix 1

Vale car park pricing policy

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.

Appendix 2 Vale Council's current car park fees and charges 2019/20

Location/ Postcode/Costcode/Connect Code	Number of Bays	Disabled Bays	MotorCycle Bays	2 Hours	3 Hours	4 Hours	6 Hours	Over 6 Hours	24 Hours	Max Stay	No Return	Operational		Allow Carry Over ?	Comments	
												Days	Times			
Abingdon																
Abbey Close - OX143JE CP21 9317 CP01 1400	75	4	No	Free	1.50	3.40	4.30	5.30			2 Hrs	Mon - Sun	08:00 - 18:00	No	Chargable on Sundays & Bank Holidays	
Audlett Drive - OX14 3ND CP21 9317 CP03 1401	95	3	No	Free	1.50	3.40	4.30	5.30			2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Free on Sundays Charge on B/Holidays	
Cattlemarket - OX14 3JE CP21 9317 CP04 1402	61	3	Yes	Free	1.50	3.40	4.30	5.30			2 Hrs	Mon - Sun	08:00 - 18:00	No	Free on Sundays Charge on B/Holidays	
Civic - OX14 3JH CP21 9317 CP05 1403	59	6	No	Free	1.50	3.40	4.30	5.30			2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Free on Sundays Charge on B/Holidays	
Hales Meadow - OX14 3NN CP21 9317 CP08 1404	29	2	No	Free	1.50	3.10	3.80	4.30			2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Chargable on Sundays & Bank Holidays	
Rye Farm - OX14 3NN CP21 9317 CP11 1405	115	6	No	Free	1.50	3.10	3.80	4.30			2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Chargable on Sundays & Bank Holidays	
Rye Farm Commercial - OX14 3NN CP21 9317 CP12 1406	13								7.30		2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Chargable on Sundays & Bank Holidays	
West St Helen Street - OX14 5BU CP21 9317 CP13 1407	101	6	Yes	Free	1.50	3.40	4.30	5.30			2 Hrs	Mon - Sun	08:00 - 18:00	No	Free on Sundays Charge on B/Holidays	
Charter Level 1 - OX14 3LZ CP21 9317 CP06 1408	57	13+ 13 Drs bays Level 2	No	Free	1.50	3.40	4.30	5.30			2 Hrs	Sat Only	08:00 - 18:00	No	Free on Sundays Charge on B/Holidays	
Charter Level 3 & 4 - OX14 3LZ CP21 9317 CP06 1409	84		No	Free	1.50					3Hrs	2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Free on Sundays Charge on	

															B/Holidays
Charter Level 5 - 9 OX14 3LZ CP21 9317 CP06 1410	274		No	Free	1.50	3.40	4.30	5.30			2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Free on Sundays Charge on B/Holidays
Faringdon															
Gloucester Street - SN7 7HY CP21 9317 CP14 1411	47	2	No	Free	1.00	2.40	2.60	2.80			2 Hrs	Mon - Sun	08:00 - 18:00	No	Free on Sundays Charge on B/Holidays
Southampton Street - SN7 7AZ CP21 9317 CP15 1412	55	4	Yes	Free	1.10					3 Hrs	2 Hrs	Mon - Sun	08:00 - 18:00	No	Free on Sundays Charge on B/Holidays
Wantage															
Lomborough Road - OX12 9AJ CP21 9317 CP16 1413	34		No	Free	1.30	2.90	3.30	3.80			2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Free on Sundays Charge on B/Holidays
Mill Street - OX12 9AJ CP21 9317 CP16 1414	35	2	No	Free	1.30	2.90	3.30	3.80			2 Hrs	Mon - Sun	08:00 - 18:00	Yes	Free on Sundays Charge on B/Holidays
Portway - OX12 9BU CP21 9317 CP18 1415	114	7	Yes	Free	1.30	3.30	4.30	5.30			2 Hrs	Mon - Sun	08:00 - 18:00	No	Free on Sundays Charge on B/Holidays

No fee for Motorcycles (even in normal bays) No fee for Blue Badge holders (even in normal bays). No return in period stated unless a payment is made. Top up of hours allowed with a payment without leaving the car park.

Old Abbey House car Park

Abbey Close Abingdon

OX14 3JE

(Permit Only)

Appendix 3 Comparison of car park fees and charges, June 2019

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 7 hours	up to 8 hours	up to 10 hours	up to 12 hours	ECN
Vale of White Horse DC (Portway, Wantage)	8am - 6pm Mon - Sat		Up to 2 hrs no charge	1.30	3.30		4.30				5.30	Max £80
Vale of White Horse DC (Gloucester St, Faringdon)	8am - 6pm Mon - Sat		Up to 2 hrs no charge	1.00	2.40		2.60				2.80	Max £80
Vale of White Horse DC (Cattlemarket, Abingdon)	8am - 6pm Mon - Sat		Up to 2 hrs no charge	1.50	3.40		4.30				5.30	Max £80
South Oxfordshire District Council	9am to 5pm 8am to 6pm (in Henley on Saturdays)	Free or 60p	80p	1.60		2.0 to 2.30			1.80 to 3.40			Max £70
Train Station, Henley (discounts apply if pay by 'phone)	All day			1.30	1.80		2.90		4.60			Max £80
Dry Leas (Henley rugby club)	9am-5pm Mon to Friday										3.20	unknown
Mill Meadows (Henley Town Council) Mon-Fri Free after 7:00pm Sat and Sun and BHs		1.50 1.80	3.00 3.50		6.00 7.00	Over 4 hrs £8.00 9.00	Over 6hrs					Max £70
Wycombe DC (High Wycombe) Easton Street	7am – 8pm Mon - Sat	1.00	2.00	2.50	3.00	3.50	4.00	Over 6hr £9.00				Max £70
Wycombe DC (High Wycombe) Baker St	Car Park Closed											
Wycombe DC (Marlow) Riley Road	7am - 7pm Mon – Sat (£1.00 Sunday and Bank Holidays)	80p	1.60	2.50	3.00		4.00				6.50	Max £70
Woking Borough Council (Victoria Way, Brewery Road & Heathside Crescent)	6am - 7pm Mon – Sat (also charges Sunday at reduced rate)	1.40	2.80	4.20	5.60		6.50	10.00			£11 up to 24hr	Max £70
Wargrave, School Lane (short stay)	8am - 6pm Mon - Sat	50p	60p		2.00					4.00		Max £70
Wokingham town centre, Easthampstead Rd (long stay)	8am - 6pm Mon - Sat	70p	1.20	2.00	2.00		3.00			4.00		Max £70
West Berkshire Council (Newbury central library)	8am - 6pm Mon - Sat (*£2 after 6pm)	1.50	2.70	3.90	5.20		7.20		8.70		12.00	Max £70
Aylesbury Vale DC (Upper Hundreds Town centre – short stay)	8am - 6.30pm Mon – Sat Sun & B/H £1.50	1.00		2.00	3.50	5.00	Over 5 hrs £8.00					Max £70
Aylesbury Vale DC (Hampden House – inner long stay)	8am - 6.30pm Mon - Sat Sun & B/H £1.50					2.50					4.00 up to 24 hrs (£1 overnight)	Max £70

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 7 hours	up to 8 hours	up to 10 hours	up to 12 hours	ECN
Aylesbury Vale DC (Friarscroft – outer long stay)	8am - 6.30pm Mon - Sat										3.00 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 £100.00
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 £100
Cherwell DC (Cattle Market)	8am - 7pm Mon -Sun	60p	1.20 or Sunday £1 over 1hr	1.70	2.20					2.50		Max £100
OCC (Redbridge Park & Ride)	5am - 6:30pm	free	1to 11 hr £2.20	11-24 hrs£4.00	24-48hrs £8.00	48-72hrs £12.00	28days £30.00					Max £100
OCC (Oxpens)	6am -5pm Mon-Sun 5pm-6am Mon-Sun £3.50	3.00	4.00	5.00	7.00	9.00	11.00	6-12 hrs 18.00			12-24 hrs25.00	Max £100
OCC (Worcester Street)	8am -8pm Mon-Fri 8am -8pm Sat-Sun 8pm-8am £4.00	4.00 4.50	6.00 7.30	9.00 10.00	11.50 12.50		18.00 20.00		28.00 30.00	35.00 35.00		Max £100

Bus charges

Benson to Wallingford
Shiplake to Henley
Radley to Abingdon
Steventon to Didcot
East Hanney to Wantage

Single

£1.80
£2.80
£2.60
£2.20
£3.10

Return

£2.80
£4.00
£4.20
£3.20
£5.20

Appendix 4

Comparison of pay and display car park fees, **October 2019**

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 (Portway, Wantage)	8am - 4pm Mon - Sat	50p		1.00	3.10		4.00			5.00	Max £80
Vale of White Horse DC (Gloucester St, Faringdon)	8am - 4pm Mon - Sat	40p		70p	2.10		2.30	2.50			Max £80
Vale of White Horse DC (Cattlemarket, Abingdon)	8am - 4pm Mon - Sat	60p		1.20	3.10		4.00			5.00	

Appendix 5

Parking permit charges and residential permits

Town	Car park	Type of permit	Length of permit	Price
Abingdon	Abbey Close Audlett Drive Charter West St Helen Street	Monday to Sunday	Annual	£779
			Quarterly	£233
			Monthly	£78
Abingdon	Abbey Close Audlett Drive Charter West St Helen Street	Monday to Friday	Annual	£650
			Quarterly	£194
			Monthly	£65
Abingdon	Charter	Morning or afternoon 8am-2pm or 1- 6.30pm	Annual - five day	£325
			Annual - six day	£390
Abingdon	Rye Farm Hales Meadow	Monday to Sunday	Annual	£622
			Quarterly	£190
			Monthly	£61
Abingdon	Rye Farm Hales Meadow	Monday to Friday	Annual	£520
			Quarterly	£157
			Monthly	£52
Abingdon	Rye Farm	For market traders	Annual, one day per week	£77
Faringdon	Gloucester Street	Monday to Saturday	Annual	£324
			Quarterly	£98
			Monthly	£33
Faringdon	Gloucester Street	For market traders	Annual, one day per week	£36
Wantage	Mill St / Limborough Road	Monday to Saturday	Annual	£455
			Quarterly	£136
			Monthly	£46
Wantage	Limborough Road	For market traders	Annual, one day per week	£67

RESIDENTIAL PERMITS (A PROOF OF RESIDENCY NO OLDER THAN 3 MONTHS IS REQUIRED)

Abingdon - Residential parking permits are available for the Audlett Drive, Cattle Market, Abbey Close, Rye Farm, Hales Meadow and West St Helen Street at a cost of £287 annually or £144 for six months. **The West St Helen Street permit is only available to residents of Winsmore Lane, St. Edmunds Lane, St. Helens Mews, High Street & Lombard Street.**

Faringdon - Annual residential parking permits are available for Gloucester Street car park for £119

Wantage - Annual residential parking permits are available for the Portway car park for £119 **but only available for residents of Church Street, Newbury Street, Market Place and Portway.** Limborough Road/Mill Street permits available for £143 annually and £72 for six months. **Both Portway and the Limborough Road/Mill Street car parks are currently full to capacity with a waiting list.**