

Supplementary Papers



Listening Learning Leading

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FOR THE MEETING OF

Cabinet

held on Thursday 3 February 2022 at 6.00 pm
in the First Floor Meeting Space, 135 Eastern Avenue, Milton Park, OX14 4SB

Open to the public including the press

8. Car park fees and charges (Pages 2 - 21)

To consider the head of development and corporate landlord's report.

Cabinet



Listening Learning Leading

Report of Head of Development and Corporate Landlord

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To: Cabinet

Date: 3 February 2022

Car park fees and charges for 2022/23

Recommendations

- (a) agree to amend the car parking fees in line with the options set out in paragraphs 14 to 26 of this report
- (b) authorise the Head of Legal and Democratic to prepare and publish any relevant documents under the Road Traffic Regulation Act 1984
- (c) authorise the Head of Development and Corporate Landlord to oversee necessary communications and consultations and report back to Cabinet if required.

Purpose of Report

1. This report provides information to help the Cabinet decide if it chooses to amend the car park fees and charges in South Oxfordshire District Council car parks.
2. Reviewing the car park fees and charges each year is in line with the council's car park pricing policy, which is attached to this report as Appendix 1.

Corporate Objectives

3. The provision and pricing of car parks contributes to the delivery of the objectives of the South Oxfordshire Corporate Plan 2020/24, wherein strategic objective six seeks to deliver the achievement of "investment and innovation that rebuilds our financial viability" – this leads us to setting fees which cover the full cost of providing the car park service.

Background

4. The car park pricing policy as shown in Appendix 1, balances the requirement for users to meet the costs of the car parks, with the need for charges to be economically viable having regard to the impact they have on the local economy.
5. The current fees and charges are shown in Appendix 2 to this report and the price of parking permits is in Appendix 3. A comparison of fees in other neighbouring car parks is shown in Appendix 4.
6. In August 2020 Cabinet agreed to amend the parking fees as below:
 - a) *Align all charging car parks in the centre of market towns of Didcot, Henley, Wallingford and Thame, as well as Goring, to all have up to one hour of free parking between the charging hours. And to amend charging hours to 9am to 5pm Monday to Saturday in all car parks where a charge is made.*
 - b) *Increase all fees (for up to two hours and above) by 20p*
 - c) *Change the current permitted parking period from Monday to Saturday to Monday to Sunday, 9am to 5pm in all charging car parks (except Goldsmiths Lane car park, Wallingford)*
 - d) *Increase the all-day parking fees at Edinburgh Drive car park, Didcot and Wheel Orchard car park, Goring*
 - e) *Half priced permits for electric vehicles only*
 - f) *Introduce fees at High Street car park, Chinnor (Monday to Saturday)*
 - g) *Charging points for electric vehicles*
7. Officers are in the process of amending the current car park orders to bring them in line with Civil Parking Enforcement legislation. This involves minor changes to wording (Penalty Charge Notice - PCN rather than Excess Charge Notice - ECN) and changes to the levels of car parking fines issued. This legislation requires any surplus income to be reinvested in the car park / highways improvements.
8. The impact of the Covid-19 pandemic has reduced the level of income from car parks. A reduction in users parking in the council car parks in 2020 has continued through 2021 and changes to the fees in December 2020 and June 2021 have not produced the income that was forecast. Appendix 5 summarises car park usage data for September 2020 and 2021. Car parks such as Kings Road car park in Henley, Goldsmiths Lane car park in Wallingford and Edinburgh Drive car park in Didcot have lower usage in 2020 and 2021 (up to 60 percent of capacity) compared to surveys pre-Covid.

Car park account over six years

9. Table 1 below estimates how the net cost of car parks will change over a six-year period 2020/21 to 2025/26 if no changes are made. Reviewing the income and expenditure over a six-year period allows cabinet to take a medium-term view of how income and expenditure are likely to change and see whether the account is predicted to run at a loss or with a surplus.

10. The total income from 2021/22 is based on budget figures and includes for reduced car park usage due to the on-going impact of the Covid pandemic.

Table 1 Car park income and expenditure over a six-year period.

11. The 2020/21 outcome shows a £342,472 loss of income. The car park account is forecast to continue running at a loss. The account includes the worst-case scenario estimated loss of income from the installation of electric vehicle charging bays that are due to be in place by March 2022.

	Actual 2020/21	Budget 2021/22	Budget 2022/23	Budget 2023/24	Budget 2024/25	Budget 2025/26
Expenditure	850,556	787,341	792,788	808,793	825,422	842,699
Depreciation	138,126	155,591	160,791	160,257	169,791	173,950
Support costs	55,336	55,983	56,656	57,356	58,082	58,837
Expenditure total	1,044,018	998,916	1,010,236	1,026,406	1,053,295	1,075,486
Loss income EV bays			31,500	31,500	31,500	31,500
Total income	(701,546)	(940,615)	(942,190)	(943,826)	(945,527)	(947,293)
Net (income)/expenditure	342,472	58,301	99,546	114,079	139,268	159,693

12. The car park policy states that the fees should be set at a level so that over the next five years they at least meet the costs of running the car parks.

13. The car park pricing policy paragraph b) states that, “Pricing may be used to regulate and influence usage to support town centre vitality and viability”.

Options

14. Officers propose the following amendments to the car park fees A to C in order to meet paragraph a) of the policy for the fees to be set to at least meet the expenditure as well making up for the loss of income due to the Covid-19 pandemic and the need to support market town shops as they recover from the pandemic.

A. Increase all fees (for up to two hours and above) by at least 40 pence

15. Excluding the exceptions noted at paragraph 16, based on latest ticket sales April to October 2021, officers estimate that an increase of 40 pence on each tariff would increase the income by £105,000 per year which would meet the expected deficit in 2022/23. This would increase the car parking charges as follows:

- up to 2 hrs £1.20 increase to £1.60
- up to 3 hrs £1.80 increase to £2.20
- up to 5 hrs £2.00 increase to £2.40
- up to 8 hrs £2.40 increase to £2.80
- up to 10 hrs £3.60 increase to £4.00

16. The council wishes to encourage the use of Riverside Wallingford car park for recreational use for short periods and so the exceptions to the above proposed increases by 40 pence are at Riverside car park for short periods (increase by just 20

pence) and encourage alternative transport use for long term stays (increase by 40 pence / 60 or 70 pence to enable rounding up to nearest pound) as set out below:

Riverside car park, Wallingford (low season)

for up to one hour 80 pence increase to £1.00
for up to 10 hours £1.30 increase to £2.00

Riverside car park, Wallingford (high season)

for up to one hour 80 pence increase to £1.00
for up to 3 hours £1.30 increase to £2.00
for up to 10 hours £2.60 increase to £3.00

Southfields car park, Henley

for up to 5 hours £2.40 increase to £3.00
for up to 8 hours £3.40 increase to £4.00.

Appendix 2 lists the current permit prices.

17. There would be a relative increase in the cost of permits as this is linked to the day rate and this is estimated to produce an additional £5,000 of income on top of on the day issued tickets, totalling £110,000 additional income. Whilst this this would meet the expected deficit in 2022/23 it would not meet the on-going policy requirement for income to at least meet expenditure over the medium term.

18. It should be noted that this potential increase of £110,000 does not include Goldsmiths Lane car park, Wallingford. Goldsmiths Lane car park is joint owned by others who may not agree with this option. If a price increase can be agreed as part of the current on-going negotiations the overall income would potentially increase by a further £4,000 per annum.

B. Extend the parking charge period from 9am to 5pm to 8am to 6pm Monday to Saturday (except Goldsmiths Lane car park, Wallingford)

19. Current usage figures show that car parks are on average between 20 and 30 percent full at 8am and at 6pm. Based on income April to July 2021, officers estimate that extending the charging period by an hour each end of the day would increase income by £45,000 per year. This does not include any changes to Goldsmiths Lane car park which is joint owned by others who may not agree with this option. Sunday charging would remain 10am until 5pm in line with retail opening hours.

C. Review of season tickets (permits)

20. Parking permits are available for all car parks where there is an all-day fee and are sold at a reduced price compared to daily purchase. Permits are sold on a first come first served basis and based on a reduction from the day rate of 36 percent reduction for quarterly permits and 45 per cent reduction for annual permits.

21. From car park usage surveys, ticket purchases and feedback from users, there are signs of post covid changes in work patterns; more people are only coming into towns/offices on odd days and less regularly and so request more flexibility from parking permits. Officers consider the current reductions provide the correct incentive to pay 'up front' and there is sufficient demand for no changes or further incentives/reductions to be introduced.

22. Car parking permits are currently available to purchase on a quarterly or annual basis. The costs are linked to the day rate of the car park and will automatically increase if cabinet agree changes to the all day fees. For example the day rate at Cattlemarket car park in Wallingford is £2.60 for up to 8 hours. The annual season ticket is calculated as £2.60 x 6 hours x 52 weeks = £811.20 less 45 percent = £446 pa. Quarterly season tickets are less 36 percent.
23. Traditionally, the season ticket allows for parking in the specified car park, plus any other equivalent or cheaper car park. Therefore, purchasing a permit for Cattlemarket Wallingford would also allow parking in Thames St. car park and Castle St. car park.
24. This has raised an anomaly in Goldsmiths Lane car park which is part owned by Wallingford Town Council and a private developer as it is the most expensive day rate £3.60 and allows parking in other car parks in Wallingford.
25. Officers recommend that all permits are made non-transferable to any other car parks and therefore only valid for the one it was issued for.
26. Season tickets for one week are listed in the parking policy but there has been no take up in the past few years and officers recommend removing weekly season tickets from the policy in (g) in Appendix 1.

Table 2: Summary of proposed changes

Option	Description	Proposed fee	Increase in income pa	Reduction in income pa	Require new car parking order?
Proposed changes in line with car park policy					
Do nothing	No changes	N/a	A deficit of £99,000 in 2022/23 rising to £159k in 2025/26		
A	Increase fees (for up to two hours and above) by 40p (except Goldsmiths Lane car park). N.B. some exceptions at Riverside car park, Wallingford and Southfields, Henley	up to 2 hrs £1.20 to £1.80 up to 3 hrs - £1.80 to £2.20 up to 5 hrs £2.00 to £2.40 up to 8 hrs £2.40 to £2.80 up to 10 hrs £5.00 to £5.40 and relative increase in permits	£110,000		No, can be done by advert and notices in car parks
B	Extend the parking charge period from 9am to 5pm to 8am to 6pm Monday to Saturday (Sunday	No change	£45,000		No, can be done by advert and notices in

	remains 10am to 5pm). Not including Goldsmiths Lane car park, Wallingford)				car parks
C	Review of season tickets	Season tickets to be specific to each car park. Removal of weekly season tickets	None		N/A

Economic development implications

27. Appendix 3 compares car park fees and charges to neighbouring local authorities and shows that current fees remain competitive, even after the increase.
28. High Street businesses remain in a challenging position following the impact of the Covid-19 pandemic. Google Mobility data for Oxfordshire indicates trips to retail and recreation sites in the County were down by 30 per cent in December 2021, when measured against baseline evidence from February 2020.
29. Any actions that could negatively affect footfall to South Oxfordshire’s town centre retail locations is likely to cause concern within the business community as they seek to recover from the pandemic trading challenges.
30. Within the “Proposed changes to off-street parking in South Oxfordshire Consultation Report” of March 2021, respondents concerns were noted of the decline of the local high street in some towns, and the expectation and desire for the council and residents to support high street recovery was a common theme among responses. Many respondents linked parking charges with town centre footfall.
31. It is important to note there is a lack of robust evidence that can be used to link car parking charges to footfall in isolation, and car parking charges should be considered as one of a complex number of factors that influence town centre vitality, including: availability of car parking spaces, safety, traffic flow, signage, facilities, proximity to out of town retail sites, and business activity within the area.

Financial Implications

32. 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 2021 showed that the council was due to receive £4.3 million less in revenue funding than it plans to spend in 2021/22 (with the balance coming from reserves including unallocated New Homes Bonus).
33. This funding gap is predicted to increase to over £5 million by 2025/26. 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.

34. The report contains several options for consideration but to maintain a balanced account the impact of individual and combined changes to policy are set out below.
35. In order to conform to the council car park policy, the service should break even at worst. For this, as a minimum option A should be adopted (increase fees by 40p) which will provide an estimated income of £110,000 per year against a deficit of £99,000 in 2022/23.
36. If agreed the changes can be implemented for 1 April 2022 and reflected in the 2022/23 budget.
37. Officers have not included for any changes to Goldsmiths Lane car park so income may increase if all parties agree changes at this car park.
38. Any changes to the fees will involve a cost; to update the software in the car park machines, to amend the tariff boards, signage and depending on publishing notices amounting to up to £6,000. These costs can be met from existing budgets.

Legal Implications

39. The purpose of having car park orders under Section 32 of the 1984 Road Traffic Regulations Act (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.
40. The legislation allows for tariff changes and minor changes to the charging period 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 effect.
41. The Goldsmiths Lane car park is partly owned by Wallingford Town Council and a private developer. The council carries out enforcement of the whole of the car park under a legal agreement. All three parties must agree for any changes to the fees to be made. Officers have not included for any changes to Goldsmiths Lane car park but will request agreed changes to be implemented which can only be done so with third party consent.

Equality and diversity

42. 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

43. Officers have included a risk factor in their calculations for estimating the income generated by increasing the fees. However, the risk remains that the proposed changes will not produce the income estimated. There is a degree of risk 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. The risk is considered mitigated by the fact that the pricing remains competitive with other local authority areas, and any modal shift, particularly to public transport would likely generate climate benefits by reducing the use of the private car.
44. There is some risk of car parking displacement. Car users choosing to park on nearby streets, on roads and paths to avoid charges and the potential safety implications to pedestrians and others for example congestion, emergency vehicle access, proximity to schools, medical centres etc.
45. Oxfordshire County Council started enforcing on street parking on 1 November 2021, therefore the increased risk of road users parking in the street will be mitigated by efficient on street enforcement.
46. There is continued uncertainty about the pandemic and the possibility of future lockdowns which could further effect income and the long-term recovery of the high streets.

Communications

47. If agreed, changes to the schedules will be advertised in local newspapers and in all the car parks and via social media.

Climate implications

48. South Oxfordshire District Council has agreed a target to work towards being a carbon neutral council by 2025 and a carbon neutral district by 2030. Increased fees may encourage people to consider alternative more sustainable forms of transport like walking or cycling.
49. One way of doing this is by 'penalising' those high emission vehicles by making it more expensive to park. Climate Officers suggest this may be done by removing the offer of permits (which offer reduced parking for regular users) to those vehicles with engines over a certain cubic capacity or above a CO₂ emissions rate and Cabinet may wish to consider this in the future. If this approach was pursued it would require a full consultation on changes to the order and therefore is not advanced as an option at this time as a greater lead in time is required.

Other implications

50. The two car parks at Rye Farm and Hales Meadow are owned by the Vale of White Horse District 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 South and any formal changes to the order will require Vale to consult with South.

Conclusion

51. The car park account forecast shows a deficit over the next five years and officers recommend changes to fees in line with the car parking policy in order to meet the costs of running the car parks. Officers have provided a way for this to be achieved and request the Cabinet support these options to be implemented.

Background Papers

- Car park usage surveys 2020 and 2021.

Appendix 1 Car park pricing policy 2006

- a) Car park fees and charges shall be set so that over a five-year rolling period they at least meet the costs of car parks calculated in accordance with proper accounting practice. Costs will include charges for capital expenditure.
- b) Pricing may be used to regulate and influence usage to support town centre vitality and viability. Therefore, short term and long term parking to be differentially priced and located to encourage workers to park on the edge of towns to free up town centre parking for shoppers and visitors.
- c) Car park fees and charges to be benchmarked against
 - i. car parks provided in towns and villages in the district by other bodies
 - ii. on-street parking charges
 - iii. car parks in neighbouring authorities:
 - Cherwell DC
 - Aylesbury Vale DC
 - Wokingham DC
 - Wycombe DC
 - Vale of White Horse DC
- d) Parking is provided free of charge for disabled badge holders
- ~~e) No fees and charges to apply on Sundays removed by Cabinet in 2021~~
- f) Parking fees and charges to be reviewed annually

Season tickets and permits

- g) Season tickets are available for purchase in advance by residents, tourists and businesses for all long stay car parks but do not guarantee a place. They are available for one year, a quarter and one week at a discounted rate.
- h) Permits are available for market traders which give discounted rates for all day parking in long stay car parks for one particular day of the week over a quarter or a year. They also do not guarantee a place.
- i) Discounts will be determined each year when fees and charges are reviewed.

Appendix 2 South Oxfordshire District Council car park fees and charges 2021

Location/ Postcode/Costcode/Connect Code	Number of Bays	Disabled Bays	MotorCycle Bays	1 Hours	2 Hours	3 Hours	5 Hours	8 Hours	10 Hours	Max Stay	No Return	Operational		Comments
												Days	Times	
Edinburgh Drive, <u>Didcot</u> - OX11 7LT	104	6	Yes	Free	1.20	1.80	2.20	5.00		23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	
Goring - RG8 9HB	56	3	No	Free	1.00		2.20		5.00	23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	
<u>Henley</u>														
Kings Road - RG9 2DQ	340	17	Yes	Free	1.20	1.80				3 Hrs	2 hrs	Mon - Sat	9 - 5	
												Sun	10 - 5	
Greys Road - RG9 2AA	147	7	Yes	Free	1.20	1.80				3 hrs	2 Hrs	Mon - Sat	9 - 5	
												Sun	10 - 5	
Southfields - RG9 1BJ	57	3	No				2.40	3.40		23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	
<u>Wallingford</u>														
Cattlemarket - OX10 0AU	152	9	Yes	Free	1.20		2.20	2.60		23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	
Goldsmiths Lane - OX10 0DN	124	5	No	Free	Free	1.80		3.60		23 Hrs	1 Hr	Mon - Fri	9 - 5	Sunday Free - No Charge
												Sat	9 - 2	
Thames Street - OX10 0HD	29	2	Yes	Free	1.20		2.20	2.60		23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	
Castle Street - OX10 8DL	21	1	No					1.90		23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	
St Georges - OX10 8HJ	18	1	No					1.90		23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	
Riverside - OX10 0BU Low	280	2	No	0.80					1.30	23 Hrs	1 Hr	Mon - Sat	9 - 5	1st March - 30th June & 1st Sept - 31st Oct
												Sun	10 - 5	
Riverside High Season				0.80		1.30			2.60			As Above	As Above	1st July - 31st August
Riverside Out Of Season				Free	Free	Free	Free	Free	Free			Mon - Sun		No Machine
<u>Thame</u>														
Cattlemarket - OX9 3FD	119	7	No	Free	1.20		2.20	2.60		23 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	

Southern Road - OX9 2EE	65	4	No	Free	1.20	1.80				3 Hrs	1 Hr	Mon - Sat	9 - 5	
												Sun	10 - 5	

Wheatley Car park	Church Road Wheatley	OX33 1NB OX10	(Max 4 Hour Stay)
Benson Car Park	Mill Stream Benson	6RL OX39	
Chinnor Car Park	High Street Chinnor	4SJ OX14	(Max Stay 2 Hours)
Culham Car Park	Culham Lock, Culham	3BT	

Appendix 3 South Oxfordshire District Council parking permits June 2021

Car Park	Monday to Saturday/Sunday			
	Annual	Annual 1/2 Price	3 months	3 Months 1/2 Price
Wheel Orchard (Goring)	£858.00	£429.00	£250.00	£125.00
Southfields	£583.00	£292.00	£170.00	£85.00
Cattlemarket (Thame)	£446.00	£223.00	£130.00	£65.00
Castle Street	£326.00	£163.00	£95.00	£47.50
Cattlemarket (Wallingford)	£446.00	£223.00	£130.00	£65.00
Goldsmiths Lane	£617.00**	£308.50**	£180.00**	£90.00**
Riverside (Low Season)	£223.00	£112.50	£65.00	£32.50
Riverside (High Season)	£446.00	£223.00	£130.00	£65.00
Thames Street	£446.00	£223.00	£130.00	£65.00
St Georges	£326.00	£163.00	£95.00	£47.50

Market Traders	
Annual	3 months
£143.00	£42.00
£97.00	£28.00
£74.00	£22.00
£54.00	£16.00
£74.00	£22.00
£102.00	£30.00
£37.00	£11.00
£74.00	£22.00
£54.00	£16.00

Rates The annual season ticket is based on day rate as e.g. 2.60 x 6 x 52=811.20 less 45 percent = £446 pa. Quarterly season tickets are less 36 percent.

Skips £40.00 +vat daily rate

Gazebo/Trailers/Market Stalls

£20.00 + vat per space daily rate

Replacement Permit £12.00

Riverside Swimmers Permit

Free - Pool Opening Season only. (Permit offer 90 mins free parking. Each year application must contain proof of membership for the season permit applied for before permit can be produced. Verification may be sought direct from the pool contact)

Discounts

All Car Parks Except Goldsmiths Lane

All car parks except Goldsmiths lane can obtain a discount of 50 percent if they own an electric vehicle that can travel more than 20 miles with zero CO₂

Goldsmiths Lane only

50 percent discount can be applied to full price if they own a vehicle that has a CO₂ level of 120mgs/km or less (proof of ownership via a V5 document required and scanned into case before permit can be issued). 50 percent discount can be applied if the permit owner travels into Wallingford for work. (proof of home address required before discount can be applied)

Appendix 4 Comparison of car park fees and charges, September 2021

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
South Oxfordshire District Council	9am to 5pm 8am to 6pm (in Henley on Saturdays)	Free	1.00 to 1.20	1.30 to 1.80		2.20 to 2.40			1.90 to 5.00			Max £70
Vale of White Horse DC (Portway, Wantage)	8am - 6pm Mon - Sat		Free	1.70	3.30/3.70		3.70/4.70				4.20/5.70	Max £80
* Vale of White Horse DC (Gloucester St, Faringdon)	8am - 6pm Mon - Sat		Free	1.40/1.50	2.80		3.00				3.20	Max £80
* Vale of White Horse DC (Cattlemarket, Abingdon)	8am - 6pm Mon - Sat		Free	1.90	3.50/3.80		4.20/4.70				4.70/5.70	Max £80
Train Station, Henley (APCOA on behalf of First Great Western) (discounts apply if pay by 'phone)	All day			2.00	3.00		4.00		6.00			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		1.80	3.50		7.00	Over 4 hrs 9.00	Over 6hrs					Max £70

Wycombe DC (High Wycombe) Easton Street	7am – 8pm Mon – Sat Sundays £1.00 all day	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 (Sunday 30 mins – 50p, 4hrs – 1.00, 6 hrs 10.00)	80p (up to 30 mins – 50p)	1.60	2.50	3.00		10.00				6.50		Max £70
Woking Borough Council (Victoria Way, Brewery Road & Heathside Crescent)	6am - 7pm Mon – Sat (also charges Sunday at reduced rate, 1 hr 1.50, 2 hrs 2.80, 2 – 13 hrs 3.00)	1.50	3.0	4.50	6.00		7.00	11.00			£12 up to 24hr		Max £70
Aylesbury Vale DC (Friarscroft – outer long stay)	6.30am - 20.30pm Mon – Sat (Sundays and bank holidays £1.50)										3.00 up to 24 hrs (1.00 overnight)		Max £70
Banbury (Market Pl, ultra short stay)	8am - 6pm Mon –sat (Sundays & B/H 1hr – 1.00, over 1 hr 1.50)	£1.50 (£1.00 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			Max £70
West Oxfordshire DC (Woodford Way)	8am - 6pm Mon -Sat	Free	Free	Free	Free	Free	Free	Free	Free	Free			Max £70
Cherwell DC (Claremont)	8am - 6pm Mon -Sat	1.00 Sundays 1.00	2.00 or Sunday 1.50 over 1hr	2.80									Max £100

Cherwell DC (Cattle Market)	8am - 6pm Mon -Sat	1.00 Sunday 1.00	2.00 or Sunday 1.50 over 1hr	2.80	3.50					4.50		Max £100
OCC (Redbridge Park & Ride)	24 hours	free	1 to 11 hr £2.00	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	4.50	4.00 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
Steventon to Didcot

Single

£2.00
£3.00
£2.20

Return

£3.00
£6.00
£3.30

Appendix 5 Comparison of car park usage from surveys in September 2020 and September 2021

Castle Street car park, Wallingford

Similar trends in 2020 and 2021. The maximum number of cars in the car park is 20 and it was above 90 percent full during most of the day, with more than 70 percent of the users staying for more than 5 hours.

Cattlemarket car park, Wallingford

A busy car park showing in both surveys that it is between over 70 percent full from 9am to 3pm. Over 50percent of users stay more than five hours.

Goldsmith Lane car park, Wallingford

The car park operates at above 50 percent full between 9am and 5pm, with a similar usage profile between the two surveys. The majority (over 50 percent) of users stay for up to 3 hours.

Riverside Wallingford

Mainly used in the summer school holidays so low very usage in September

St George's Street Wallingford

This car park has only 19 spaces which did not reach more than 45 percent full in either year. In the 2021 survey no vehicles were parked for less than three hours throughout the day.

Thame Street car park, Wallingford

This car park operated a high level throughout the day with little change between the two surveys undertake in either usage or duration of stay. It is over 80 percent used between 11am and 4pm. The majority (over 60 percent of users) stay for more than six hours.

Grey's Road car park, Henley

The introduction of the free one-hour parking (June 2021) has made little difference to the usage of the car park with both surveys showing around 35 percent of users park for less than one hour and a similar usage pattern shown through the rest of the day. The majority (over 70percent) of users stay for up to three hours. Note the surveys covered 8am to 6pm and the charging period is 9am to 5pm. The car park is over 70 percent full from 10am to 4pm

Kings Road car park, Henley

Maximum occupancy level in both years was 60 percent. The car park is over 50 percent full 11am to 2pm. Most users (32percent stay for up to one hour, 58 percent of users stay for up to two hours.

Southfield car park Henley

This is a long stay car park with the majority of parked vehicles staying more than seven hours in both years. The car park operates at above 75 percent full all day.

Cattlemarket car park, Thame

The two surveys show nearly identical results for the usage patterns within the car park which operates at around 50 percent full for the majority of the day, but this increases to around 90 percent between 3 and 4 o'clock when the school day finishes. Over 50 percent of users long stay ie over six hours

Southern Road car park, Thame

In both surveys, the car park was not more than 40 percent full at anytime of the day.

90 percent users stay less than 2 hours.

Wheel Orchard car par, Goring

The two surveys show similar usage patterns with usage achieving a maximum of 65 percent in the late morning. Most users stay for up to four hours. Peak usage of over 60 percent between 3 and 4pm.

Edinburgh Drive car park, Didcot

In both surveys this car park operates at a maximum of around 60 percent occupancy level throughout the day and over 50 percent from 11am to 3pm.

Usage is for both short stay (44 percent up to two hours) and long stay (32 percent stay for over 7 hours).

Chinnor – limited waiting three hours Car Park

Since the introduction of a maximum stay in June 2021, the usage has dropped from 80 percent to 50 percent with most users staying for up to three hours

Benson Non charging Car Park

Both survey's show this is a busy car park operating above 70 percent full all-day in both surveys. From the survey results it appears that more than 70 percent of the vehicles parked in the car park are there for longer than three hours.

Culham Lock

This car park was not more than 35 percent full in either of the surveys.

Wheatley Car Park

A well-used car park locally operating at an average usage of 50 percent of the capacity