

Cabinet Report



Listening Learning Leading

Report of Head of Development and Corporate Landlord

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To: CABINET

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Car park fees for 2023/24

Recommendations

- (a) Cabinet to agree the car parking fees for the financial year 2023-24.

In addition, if cabinet amends the fees and charges that require a change in the car parking fees or order, to:

- (b) authorise the Head of Legal and Democratic to prepare a Notice of Variation under the Road Traffic Regulation Act 1984 for publishing in the local newspaper and all affected car parks. (Or authorise the Head of Legal and Democratic to prepare and publish a draft order under the Road Traffic Regulation Act 1984)

and

- (c) authorise the Head of Development and Corporate Landlord to oversee necessary communications and consultations and report back to Cabinet.

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 policy as updated in 2022.

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.
4. Reviewing how much we charge for car park fees also supports our Corporate Plan objective three, “action on the climate emergency” as it may influence changes in behaviour to consider alternative modes of transport other than the motor car and supports active travel like walking, public transport and cycling.

Background

5. The new car park policy as agreed by cabinet in August 2022 included guidance from the Road Traffic Regulation Act 1984 (RTRA) which states that local authority parking enforcement should be self-financing, and we should aim for our parking income to at least meet the cost of managing and running our car parks.
6. The current fees and charges and the price of parking permits (and the previous years' fees) are shown in Appendix 1 and a comparison of fees in other neighbouring car parks is shown in Appendix 2.
7. In February 2022, cabinet agreed to amend the fees and charges for 2022/23. In summary these were:
 - a. Increase fees (for up to two hours and above) by 40p with some exceptions at Riverside car park, Wallingford, Southfields, Henley and Goldsmiths Lane car park, Wallingford.
 - b. Extend the parking charge period from 9am to 5pm to 8am to 6pm Monday to Saturday (Sunday remains 10am to 5pm). Not including Goldsmiths Lane car park, Wallingford.
 - c. Season tickets to be specific to each car park and removal of weekly season tickets.
8. Officers estimated the changes to the fees would increase income by £110,000 per year.
9. Officers carried out the relevant consultation and changes to the car park schedules to the car park Orders and the changes were implemented on 4 April 2022.
10. The level of car park penalty charges is set by legislation which changed on 1 November 2022 when we introduced civil parking enforcement (CPE). Some of the penalty charges under CPE are lower than currently (for example ‘minor’ infractions such as overstaying your time) and some are higher (for example if you do park in a disabled bay without displaying a blue badge or you do not pay the penalty charge after 28 days and the council issues a charge certificate).
11. 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 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. Under the new civil parking regulations, the council has no legal powers to set parking fees at a higher level than that needed to achieve this.

Car park account

12. Table 1 below estimates how the net cost of car parks including ancillary services, will change over a five-year period up to 2025/26 if no changes are made. Reviewing the income and expenditure over the medium term allows cabinet to take a 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.
13. The actual turnout for 2021/22 shows a deficit in the car park account of £126,535. The increase in the fees from the 4 April 2022 are reflected in the 2022/23 income budget. (Please note the actuals in 2021/22 also include for income and expenditure related to the 'Park and Charge' project to install electric vehicle chargers. This has increased actual expenditure in 'supplies and services' and been met from income from the county council in 'other income').
14. Based on the first six months of income and expenditure in 2022/23, officers estimate overall the account will produce a surplus income of £56,405 in 2022/23. However, in the medium term, the account will be in deficit by up to £84,580 in 2025/26.
15. The budget forecasts increased employee costs attributed to the Technical team who will have new additional responsibilities in dealing with disputed and unpaid penalty charge notices under civil parking enforcement from November 2022 rather than the legal team.

Table 1 - Car park income and expenditure over a five year period					
	Actual	* Outturn	Forecast	Forecast	Forecast
	2021/22	2022/23	2023/24	2024/25	2025/26
	£	£	£	£	£
Car park expenditure					
Employees:	135,176.32	149,499.59	136,577.00	144,084.20	152,004.33
Contract costs	234,492.24	243,083.00	273,000.00	288,020.00	303,860.00
Premises:	310,267.82	340,317.52	335,221.00	353,662.20	373,116.92
Transport:	716.63	3,003.00	1,000.00	1,060.00	1,120.00
Supplies and services:	134,396.03	134,740.40	123,285.00	130,065.63	137,219.84
Central and administrative:	47,353.15	47,354.86	47,354.86	47,354.86	47,354.86
Depreciation	136,364.00	150,464.00	147,430.00	153,793.00	160,503.00
Total expenditure:	998,766.19	1,068,462.37	1,063,867.86	1,118,039.89	1,175,178.95
Car park income					
Enforcement:	(49,540)	(79,959)	(64,000)	(64,000)	(64,000)
Season tickets:	(52,812)	(30,000)	(53,000)	(53,000)	(53,000)
Pay and display:	(733,321)	(971,004)	(971,004)	(971,004)	(971,004)
Contribution from outside bodies:	0	0	0	0	0
Other income:	(36,558)	(43,904)	(2,595)	(2,595)	(2,595)
Total income:	(872,231)	(1,124,867)	(1,090,599)	(1,090,599)	(1,090,599)
Surplus (-) / deficit	126,535	(56,405)	(26,731)	27,441	84,580

*Estimated outturn based on actuals April to Sept. 2022

Options for fees and charges

16. Based on the current usage and estimated income and expenditure shown in Table 1, officers propose a number of options in order to set the car park account to at least 'break even' in the medium term. Note that changes to Goldsmiths Lane car park in Wallingford will require the agreement of adjacent landowners who part own the car park land.

Summary of options

Option	Description	Estimated increase in revenue (pa)	Communications campaign recommended?	Can be dealt with by a Notice of Variation
1	No change	£0	No	N/A
2	Increase all fees in line with inflation (10%)	70,000	Yes	Yes
3	Create 'premium rate' parking spaces	100,000	Yes	Yes
4	Extend the charging period to 6pm to 9pm at fee of £1.00	150,000	Yes	No, require formal consultation and a new Order
5	Remove the free parking and charge a nominal amount of 50p for up to one hour.	400,000	Yes	No, require formal consultation and a new Order
6	To introduce a fee for parking in the winter at Riverside car park, Wallingford and amend permit prices.	1,000	Yes	No, require formal consultation and a new Order

17. Option 1. Make no change to the fees. No increase in revenue, car park account will be in deficit in the medium term.

18. Option 2. Make an increase in fees in line with inflation, currently at 10 percent in September 2022. The minimum increase would be 20p and depend on the current price. Estimated increase in revenue of £70,000 per year.

	Current price (varies slightly per car park)	Increase in fee by 10 percent (rounded up)
Up to one hour	Free	Free
Up to 2 hours	£1.60/£1.40/free/£1.00	£1.80/£1.60/free/£1.10
Up to 3 hours	£2.20/£1.80/£2.00	£2.40/£2.00/£2.20
Up to 5 hours	£2.60/£3.00	£2.80/£3.20
Up to 10 hrs	£5.40/£4.00/3.00/£3.60 /£2.30/£3.00	£6.00/£4.40/£3.30/£4.00/ £2.50/£3.30

19. Option 3. Create 'premium rate' parking spaces closest to the town centres and increase the fees in those car parks* located at Kings Road and Greys Road in Henley, Southern Road in Thame, Edinburgh Drive in Didcot and Cattlemarket car park and Goldsmiths Lane car park in Wallingford (subject to agreement by joint landowners).
20. The edge of town car parks** are identified as those at Cattlemarket in Thame, Castle St, St Georges, Thames St, and Riverside in Wallingford, Southfields in Henley. Estimated increase in revenue of £100,000 per year.
21. No change to Wheel Orchard car park, Goring, or the limited waiting in car parks Wheatley and Chinnor or the 'free' car parks in Benson and Culham Lock.

	Current price (varies slightly per car park)	*Premium town centre car parks	**Edge of town car parks
Up to one hour	Free	Free	Free
Up to 2 hours	£1.60	£2.00	£1.50
Up to 3 hours	£2.20	£3.00	£2.00
Up to 5 hours	£2.60/£3.00	£4.00	£3.00
Up to 10 hours	£5.40/£4.00/£3.00	£6.00	£4.00

22. Option 4. Extend the charging period to raise income in the evening – a flat fee of £1 from 6pm to 9pm. Estimated increase in revenue of £150,000 per year.

23. Option 5. Remove the free parking and charge a nominal amount of 50p for up to one hour. Based on the current number of 'free' tickets issued and assuming the same uptake in paid for tickets, officers estimated this could increase revenue by up to £400,000 per year.
24. Option 6. To introduce a fee for parking during the winter months (1 November to 28/29 February) at Riverside car park in Wallingford, which is currently at no charge. The new fee would be 50p for up to one hour and £1.00 for up to 10 hours and apply Monday to Saturday 8am to 6pm and Sunday 10am to 5pm. This compares to the costs in the spring and autumn of £1.00 for up to one hour and £2.00 for up to ten hours.
25. If option 6 is agreed, officers will amend the parking permits for Riverside car park to be available all year round and priced according to season as below:
- In winter (1 November to 28/29 February) £18 per month
 - Low season (1 March to 30 June and 1 Sept to 31 Oct) £33 per month
 - High season (1 July to 31 Aug) £50 per month.
26. Any surplus income generated from the above increases will need to be used in accordance with the Road Traffic Regulation Act 1984 Section 55 specific definitions (Highways, car parks, free public open spaces and recreational facilities) See Appendix 3).

Economic development implications

27. Option 1. The free one hour in all car parks (Note: except in Goldsmiths Lane, Wallingford where it is two hours) and keeping fees at current rates provides a continued support to the high street businesses.
28. Options 2, 3 and 5. Any increases in fees could negatively affect footfall to South's town centres and is likely to cause concern within the business community as they continue to recover from the post pandemic trading challenges and current the current economic climate. Many businesses will think it will discourage local people to make short visits to town centres if the cost of parking is increased.
29. Option 6. Introducing parking fees at the Riverside Wallingford car park in the winter which are currently no charge, may dissuade users from parking here.
30. Appendix 2 compares car park fees and charges to neighbouring local authorities and shows that current fees remain competitive, even after the increase.
31. Economic development officers have commissioned a town centres and retail study to inform the new joint local plan. This report is in progress and will lay out a holistic view of the factors affecting our towns as well as suggesting strategies for improvement.

Climate and ecological impact implications

32. Option 1. Continuing to offer a period of free parking of one hour may encourage increased vehicle turnover in the town centres and impact negatively on the air quality.

33. Options 2, 3, 4 and 5 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 public transport, walking or cycling.
34. Having reduced fees on the edge of towns (option 3) may reduce congestion and air pollution in the centre of towns if more users choose to park in car parks on the edge of towns and walk into the town centres. However, introducing a fee for Riverside car park (on the edge of town) in the winter, may dissuade people from parking there for short periods when there is free parking for up to one hour in the town centre.
35. In 2021, the council introduced a reduced permit for EV vehicles. The uptake of these permits in 2022 is less than ten vehicles out of a total number of active permits of 104.
36. The Climate officers support increased fees as a way to encourage people to consider using more sustainable travel such as public transport, walking or cycling.
37. Surplus income from car park revenue could be used to improve cycle infrastructure and storage.
38. Climate officers support introducing a premium charge to help to discourage driving into the town centres, resulting in reduced congestion and fewer emissions from cars circulating to find space in car parks.
39. Climate officers support continuing low-cost parking for EV vehicles owners although it is unlikely to be a key motivator. Maintaining reduced price permits for EV's shows positive commitment from the council to the strategic objectives and could be actively promoted through the Communications team.

Financial Implications

40. Option 1. Any surplus income is ring fenced for specific improvements in accordance with legislation.
41. Options 2, 3, 4, 5 and 6. The surplus income from increasing the fees can be off set for up to four years to benefit specific improvements as listed in Appendix 3. The update to the schedule by Notice will require an advertisement in the local newspapers at an estimated cost of £5,000. This will be met from within existing car park budgets.
42. Any council decision that has financial implications must be made with the knowledge of the council's overarching financial position. For South, the position reflected in the council's medium-term financial plan (MTFP) as reported to Full Council in February 2022 showed that the council is due to receive £2.1 million less in revenue funding than it plans to spend in 2022/23 (with the balance coming from reserves).
43. This funding gap is predicted to increase to over £3 million by 2026/27. 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 cognisant of the need to address this funding gap in future years.
44. Changes to the schedule can be made by placing Notices in the car parks and by advertising in local newspapers at a cost of £5,000 per Notice which can be met from

existing car park budgets. A change to the Order will require advertising a draft Schedule to allow for feedback from the public and a further Notice for the making of the new Order.

Legal Implications

45. A Notice Of Variation under the regulation covers tariff changes only and the Notice requires you to state what the charges are now and what the charges are going to be when the Notice comes into force. It is designed purely to allow for tariffs to be increased on a yearly basis without the need for going through the full making of an Order.
46. Any change other than a tariff change falls outside a Notice of Variation. These should not be dealt with by a Notice of Variation, because it is not a change to an existing tariff but rather the introduction of an additional charge. This would include the case when there is no charge.
47. Option 1. No legal implications as no changes will be required.
48. Options 2, 3. Additional work required with legal team to increase fees. This requires a change to the parking schedule appended to the order by publishing notices. The notices are displayed in car parks and advertised in local newspapers which incurs costs.
49. Options 4 and 5. These changes cannot be made by way of a Variation Order as this only covers changes to current charges. As the options 4 and 5 are for fees that do not currently exist at all (charging in the evening and removing the 'free' one hour), in order to allow representations and objections from the public and thereby, to reduce the risk of a legal challenge, officers recommend a formal consultation to amend the Order. This will require Cabinet to agree a draft Order for consultation, and formally consider any comments or representations before agreeing the making of a new Order.
50. Option 6. A new fee in the winter at Riverside car park, Wallingford would require a full consultation for users to express their views and then for cabinet to consider and agree any changes.
51. 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'. Under the new civil parking regulations, the council has no legal powers to set parking fees 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.
52. Statutory guidance under section 87 of the Traffic Management Act 2004 states the financial objectives of CPE are to run enforcement operations efficiently, effectively and economically. The Secretary of State will not expect local or national taxpayers to meet any deficit.

Communications Implications

53. Options 2 and 3. Do not require a formal consultation with any statutory bodies, stakeholders or members of the public. However, given the impact on users of the car park, the current economic climate, the need to be transparent and background

information to reasons for the changes officers are recommending a communications campaign to inform stakeholders.

54. Options 4, 5 and 6 are major changes requiring formal consultation and support of communication officers. The outcome of any changes to be clearly communicated to the public by social media and on the council website.
55. Relatively simple changes to the fees (options 2 and 3) can be done by Notice and implemented by 1 April 2023. Other changes to the charging regime requiring more extensive public consultation will require cabinet to consider any representations and therefore estimated implementation is June 2023.

Risks

56. Option 1. By continuing to offer a period of free parking the Council could be criticised for not taking the opportunity to actively tackle climate issues by discouraging customers traveling by car.
57. Option 2, 3, 4, 5 and 6. Potential reputational damage to the Council from negative media coverage for increasing in fees during an economic recession.
58. By increasing the fees, the Council could be criticised for not taking the opportunity to actively supporting businesses in town centres.
59. Increasing parking charges may change people's habits and they could choose to shop elsewhere. This may impact on the businesses in the town and a reduction in car park revenue if the number of visitors to the towns reduces. There is also a risk that due to price elasticity of demand that any projected increase in revenue may be less than estimated.
60. Option 3. Making parking cheaper on the edge of town may be challenged by users with mobility issues. By creating cheaper parking on the edge of towns may be considered as discriminating against those less capable of walking into town centres. Whilst disabled parking is provided in all of our car parks, further equality impact assessment may be required to pursue this option.

Conclusion

61. The report has set out a range of options for Cabinet to consider in paragraphs 16 to 26. In setting the fees and charges for the financial year 2023-24, the options provide a range of interventions and there are implications to be considered. There is a balance to be struck between the revenue position, and the economic and climate implications of the options proposed.

Background Papers

- Car park policy 2022
- Car park usage survey September 2022

Appendix 1 South Oxfordshire District Council car park fees and charges and permit changes introduced in April 2022

CAR PARK	TYPE OF PARKING		PERIOD	Charges		
	Charging Period 2021	New Charging Period from 4 April 2022		Previous Charges 2021	New Charges 4 April 2022	
Edinburgh Drive Didcot	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge	
			Up to 2 hrs	£1.20	£1.60	
			Up to 3 hrs	£1.80	£2.20	
			Up to 5 hrs	£2.20	£2.60	
			Up to 10 hrs	£5.00	£5.40	
Wheel Orchard Goring	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge	
			Up to 2 hrs	£1.00	£1.40	
			Up to 5 hrs	£2.20	£2.60	
			Up to 10 hrs	£5.00	£5.40	
	Permits			Annual	£858.00	£927.00
				Low emission discount *	£429.00	£468.00
				3 months	£250.00	£270.00
	Market trader Permits			Annual	£143.00	£154.00
				3 months	£42.00	£45.00
	Kings Road Henley	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge
Up to 2 hrs				£1.20	£1.60	
Up to 3 hrs				£1.80	£2.20	
Greys Road Henley	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge	
			Up to 2 hrs	£1.20	£1.60	
			Up to 3 hrs	£1.80	£2.20	
Southfields Henley Off Goodall Close	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 5 hours	£2.40	£3.00	
			Up to 10 hrs	£3.40	£4.00	
	Permits			Annual	£583.00	£686.00
				Low emission discount *	£292.00	£343.00
				3 months	£170.00	£200.00

		Low emission discount *	£85.00	£100.00
	Market trader Permits	Annual	£97.00	£114.00
		3 months	£28.00	£33.00

Cattle Market Thame	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge	
			Up to 2 hrs	£1.20	£1.60	
			Up to 5 hrs	£2.20	£2.60	
			Up to 10 hrs	£2.60	£3.00	
	Permits			Annual	£446.00	£515.00
				Low emission discount *	£223.00	£258.00
				3 months	£130.00	£150.00
				Low emission discount *	£65.00	£75.00
	Market trader Permits			Annual	£74.00	£86.00
				3 months	£22.00	£25.00

Southern Road Thame	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge
			Up to 2 hrs	£1.20	£1.60
			Up to 3 hrs	£1.80	£2.20

Thames Street Wallingford	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge	
			Up to 2 hrs	£1.20	£1.60	
			Up to 5 hrs	£2.20	£2.60	
			Up to 10 hrs	£2.60	£3.00	
	Permits			Annual	£446.00	£515.00
				Low emission discount *	£223.00	£258.00
				3 months	£130.00	£150.00
				Low emission discount *	£65.00	£75.00
	Market trader Permits			Annual	£74.00	£86.00
				3 months	£22.00	£25.00

Cattle Market Wallingford	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	No charge	No charge	
			Up to 2 hrs	£1.20	£1.60	
			Up to 5 hrs	£2.20	£2.60	
			Up to 10 hrs	£2.60	£3.00	
	Permits			Annual	£446.00	£515.00
				Low emission discount *	£223.00	£258.00

			3 months	£130.00	£150.00
			Low emission discount *	£65.00	£75.00
	Market trader Permits		Annual	£74.00	£86.00
			3 months	£22.00	£25.00

Goldsmith Lane Wallingford	Pay and Display (Mon-Fri 9:00am to 5:00pm) (Sat 9:00am to 2.00pm)	Pay and Display (Mon-Fri 9:00am to 5:00pm) (Sat 9:00am to 2.00pm)	Up to 2 hrs	No charge	No charge	
			Up to 3 hrs	£1.80	£1.80	
			Up to 10 hrs	£3.60	£3.60	
	Permits			Annual	£617.00	£617.00
				½ price **	£308.50	£308.50
				3 months	£180.00	£180.00
				½ price**	£90.00	£90.00
	Market trader Permits			Annual	£102.00	£102.00
				3 months	£30.00	£30.00

St Georges Wallingford	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10.00am to 5.00pm	Up to 10 hrs	£1.90	£2.30	
					Annual	£326.00
	Permits			Low emission discount *	£163.00	£198.00
				3 months	£95.00	£115.00
				Low emission discount *	£47.50	£58.00
	Market trader Permits			Annual	£54.00	£66.00
				3 months	£16.00	£20.00

Riverside Wallingford Low Season 1 1 st March-30 June 1 st Sept-31 Oct	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10.00am to 5.00pm	Up to 1 hr	0.80	£1.00	
			Up to 10 hrs	£1.30	£2.00	
	Permits			Annual	£223.00	£343.00
				½ price *	£112.50	£172.00
				3 months	£65.00	£100.00

			½ price*	£32.00	£50.00	
	Market trader Permits		Annual	£37.00	£58.00	
			3 months	£11.00	£17.00	
Riverside Wallingford High Season 1 July-31 August	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 1 hr	£0.80	£1.00	
			Up to 3 hrs	£1.30	£2.00	
			Up to 10 hrs	£2.60	£3.00	
	Permits			Annual	£446.00	£514.00
				½ price *	£223.00	£258.00
				3 months	£130.00	£150.00
	Market trader Permits			½ price*	£65.00	£75.00
				Annual	£74.00	£86.00
			3 months	£22.00	£25.00	

Castle Street Wallingford	Pay and Display Mon-Sat 9:00am to 5:00pm Sun 10:00am to 5:00pm	Pay and Display Mon-Sat 8:00am to 6:00pm Sun 10:00am to 5:00pm	Up to 10 hrs	£1.90	£2.30			
			Permits			Annual	£326.00	£395.00
						½ price *	£163.00	£198.00
	3 months	£95.00				£115.00		
	Market trader Permits			½ price*	£47.50	£58.00		
				Annual	£54.00	£66.00		
			3 months	£16.00	£20.00			
General – On application	Daily rate for Skips			£40.00 + vat	£40.00 + vat			
	Daily rate for gazebo, trailers and market stalls			£20.00 + vat per space	£20.00 + vat per space			
	Permit replacement			£12.00	£12.00			
* Vehicles able to travel at least 20 miles with zero CO2 – (EXCEPT Goldsmiths Lane which at under 120g CO2/km)								

Excess Charges	Up to one hour over the time			£50.00	£50.00
			If paid within 14 days	£25.00	£25.00
	Excess of an hour allowed on the ticket/no ticket/parked out of bay or in a disabled bay			£70.00	£70.00
			If paid within 14 days	£35.00	£35.00

Appendix 2 Comparison of car park fees and charges with local suppliers, October 2022

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
Vale of White Horse District Council	9am to 5pm	Free	1.60	2.20		2.60			5.40		
Train Station, Henley (APCOA on behalf of First Great Western) (discounts apply if pay by 'phone)	All days any time			2.00	3.00		4.00		6.00		
Dry Leas (Henley rugby club)	7am-7pm Mon to Friday										3.50
Mill Meadows (Henley Town Council) Mon-Fri Free after 7:00pm Sat and Sun and BHs	All days	1.50/1.80	3.00/3.50		6.00/7.00	Over 4 hrs 8.00/9.00	Over 6hrs				
Wycombe DC (High Wycombe) Easton Street	7am – 8pm Mon – Sat - Sunday £1.00 all day	1.00	2.00	2.50	3.00	3.50	4.00	Over 6 hr 9.00			
Wycombe DC (High Wycombe) Baker St	Car Park Closed										
Wycombe DC (Marlow) Riley Road	All Day	80p	1.60	2.50	3.00		4.00				6.50
Woking Borough Council	6am - 6pm Charges on Sunday at reduced rate,	1.60	3.20	4.80	6.40	7.60	7.60	12.00			13.00 up to 24hr

(Victoria Way, Brewery Road & Heathside Crescent)	1 hr 1.60, 2 hrs 3.00 over 2 hrs 3.30										
Aylesbury Vale DC (Friarscroft – outer long stay)	6.30am - 8.30pm Mon – Sat (Sundays and bank holidays 1.50)										3.00 up to 24 hrs
Banbury (Market Pl, ultra short stay)	8am - 6pm Mon –sat (Sundays & B/H 1hr – 1.10, over 1 hr 1.60)	1.60 (1.10 up to 30 mins)									
West Oxfordshire DC (Marriotts Walk multi-storey, Witney)	7am – 1am Mon -Sat 9am -1am Sunday	Free	Free	Free	Free	Free	Free	Free	Free	Free	
West Oxfordshire DC (Woodford Way)	All day - Mon -Sun	Free	Free	Free	Free	Free	Free	Free	Free	Free	
Cherwell DC (Claremont)	All day	1.10 Sundays 1.10	2.20 or Sunday 1.60 over 1hr	3.00							
Cherwell DC (Cattle Market)	8am - 6pm Mon -Sun. Free parking after 6pm Mon - Sun	1.10 Sunday 1.10	2.20 or Sunday 1.60 over 1hr	3.00	3.80						5.00 – Day rate
Newbury Central KFC car park	Mon to Sun. 8am to 6pm (6pm to 8am £2.00)	1.50	2.70	3.90	5.20		7.20		8.70		12.00
OCC (Redbridge Park & Ride)	24 hours	free	1 to 11 hrs 2.00	11-24 hrs 4.00	24-48hrs 8.00	48-72hrs 12.00	28 days 30.00				
OCC (Oxpens)	6am -5pm Mon-Sun 5pm-6am Mon-Sun £4.00	3.50	4.50	5.50	7.50	9.50	11.50	6-12 hrs 18.50			12-24 hrs 25.50

OCC (Worcester Street)	8am -8pm Mon-Sun After 8pm 4.50 / 5.00	4.50 / 5.00	6.50 / 7.80	9.50 / 10.50	12.00 / 13.00		18.50 / 20.50		28.50 / 30.50	35.50 / 35.50	
Oxford Westgate	Mon to Sun 6am to 5pm	3.50	4.50	5.50	7.50	9.50	12.00			6-12 hrs 20.00	12-24 hrs 35.00
Oxford Westgate	Mon to Sun 5pm to 6am	3.50									Over 1hr 4.00
Reading Broad Street Mall	Mon- Sun 24 hrs	1.60	4.10	6.10	8.10	10.10	12.20				14.20 (up to 24 hrs)
Swindon, Whalebridge multi-storey	Mon to Sat 6am to 6pm Mon – Sat 6pm to 6am – up to 2hr 1.00 Over 2hrs 2.00 Free parking Sundays	1.20	2.40	3.60	4.80		7.60				8.80 6 to 24 hrs
Waitrose Faringdon	Free										
Waitrose Wantage	Free										
Waitrose Wallingford	Mon – Fri 8am – 9pm Sat – 8am - 8pm Sun 10am – 4pm	0.50p (refunded with min. £10 spend in Waitrose)	1.00 Max Stay 2 hrs								
Didcot Gateway	Open 24hrs	1.25	2.25	4.25							6.45 for 24hrs
Orchard Centre Didcot	Mon – Sat 7am – 7pm Free Parking on Sunday		Free	1.70	2.50	4.80 – Max 5 hrs stay					
Sainsburys Wantage	Mon – Sat 8am – 6pm Free any other time	Free	1.50	2.10	3.70	3.70	4.10				Max 4.50

Appendix 3 - Road Traffic Regulations Act 1984 Section 55

55 Financial provisions relating to designation orders.

(1) A local authority shall keep an account of their income and expenditure in respect of parking places [F1] for which they are the local authority and which are—

(a) in the case of [F2] Transport for London, the council of a London borough and the Common Council of the City of London, parking places on the highway; and

(b) in the case of any other authority, designated parking places.]

(2) At the end of each financial year any deficit in the account shall be made good out of the [F3] general fund [F4] or, in Wales, council fund], and (subject to subsection (3) below) any surplus shall be applied for all or any of the purposes specified in subsection (4) below and, in so far as it is not so applied, shall be appropriated to the carrying out of some specific project falling within those purposes and carried forward until applied to carrying it out.

(3) If the local authority so determine, any amount not applied in any financial year, instead of being or remaining so appropriated, may be carried forward in the account kept under subsection (1) above to the next financial year.

F5 [(3A) [F6] Transport for London,]] The council of each London borough and the Common Council of the City of London shall, after each financial year, report to the [F7] Mayor of London] on any action taken by them, pursuant to subsection (2) or (3) above, in respect of any deficit or surplus in their account for the year.

(3B) The report under subsection (3A) above shall be made as soon after the end of the financial year to which it relates as is reasonably possible.

(4) The purposes referred to in subsection (2) above are the following, that is to say—

(a) the making good to the [F8] general fund [F4] or, in Wales, council fund] of any amount charged to that fund under subsection (2) above in the 4 years immediately preceding the financial year in question;

(b) meeting all or any part of the cost of the provision and maintenance by the local authority of [F9] off-street parking accommodation, whether in the open or under cover;]

(c) the making to other local authorities, F10 . . . or to other persons of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of [F9] off-street parking accommodation, whether in the open or under cover;]

[F11] (d) if it appears to the local authority that the provision in their area of further off-street parking accommodation is unnecessary or undesirable, the following purposes—

- (i) meeting costs incurred, whether by the local authority or by some other person, in the provision or operation of, or of facilities for, public passenger transport services,
- (ii) the purposes of a highway or road improvement project in the local authority's area,
- (iii) in the case of a London authority, meeting costs incurred by the authority in respect of the maintenance of roads maintained at the public expense by them,
- (iv) the purposes of environmental improvement in the local authority's area,
- (v) in the case of such local authorities as may be prescribed, any other purposes for which the authority may lawfully incur expenditure;]
- (e) in the case of a London authority, meeting all or any part of the cost of the doing by the authority in their area of anything—
 - (i) which facilitates the implementation of the London transport strategy, and
 - (ii) which is for the time being specified in that strategy as a purpose for which a surplus may be applied by virtue of this paragraph;
- (f) in the case of a London authority, the making to any other London authority of contributions towards the cost of the doing by that other authority of anything towards the doing of which in its own area the authority making the contribution has power—
 - (i) to apply any surplus on the account required to be kept under subsection (1) above; or
 - (ii) to incur expenditure required to be brought into that account.

F12[(4A) For the purposes of subsection (4)(d)(ii)—

- (a) a highway improvement project means a project connected with the carrying out by the appropriate highway authority (whether the local authority or not) of any operation which constitutes the improvement (within the meaning of the Highways Act 1980) of a highway in the area of a local authority in England or Wales; and
- (b) a road improvement project means a project connected with the carrying out by the appropriate roads authority (whether the local authority or not) of any operation which constitutes the improvement (within the meaning of the Roads (Scotland) Act 1984) of a road in the area of a local authority in Scotland.]

F13(4B) For the purposes of subsection (4)(d)(iv) “environmental improvement” includes—

- (a) the reduction of environmental pollution (as defined in the Pollution Prevention and Control Act 1999 (c. 24); see section 1(2) and (3) of that Act);
- (b) improving or maintaining the appearance or amenity of—
 - (i) a road or land in the vicinity of a road, or

(ii) open land or water to which the general public has access; and

(c) the provision of outdoor recreational facilities available to the general public without charge.

(4C) Regulations for the purposes of subsection (4)(d)(v) above—

(a) may prescribe all local authorities, particular authorities or particular descriptions of authority,

(b) may make provision by reference to whether the authority or authorities in question have been classified for the purposes of any other enactment as falling or not falling within a particular category, and

(c) may make provision for the continued application of that provision, in prescribed cases and to such extent as may be prescribed, where an authority that is prescribed or of a prescribed description ceases to be so.】

F14(5).

F15(6).

F16(7).

F17(8) For the purpose of enabling Transport for London and any other London authorities to discharge jointly any functions conferred by virtue of subsection (4)(f) above by a joint committee established under section 101(5) of the **M1** Local Government Act 1972, sections 101(5) and 102 of that Act shall have effect as if Transport for London were a local authority.

(9) In the application of this section in relation to Transport for London, any reference to its general fund shall be taken as a reference to the financial reserves for which provision is made under section 85(4)(c) of the Greater London Authority Act 1999 in calculating Transport for London’s component budget for the financial year in question.

(10) In this section—

- “London authority” means Transport for London, a London borough council or the Common Council of the City of London;
- “the London transport strategy” means the transport strategy prepared and published under section 142 of the Greater London Authority Act 1999.】