

# Cabinet Report



Listening Learning Leading

Report of Head of Development and Corporate Landlord

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To: CABINET

Date: 30 November 2023

## Car park fees for 2024-25

### Recommendations

- (a) Cabinet to agree the car parking fees for the financial year 2024-25.

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” Transport, including fossil fuel vehicles, makes up the largest share of the UK’s carbon emissions. Using mediums such as car park fees can have the ability to influence changes in transport behaviour, and support a move towards alternative, sustainable modes of transport such as active travel like walking, public transport and cycling.

## Background

5. The 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 which were implemented on 4 April 2022. 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. Last year, in December 2022, the cabinet agreed for a further increase of all fees and permits by 10 per cent (rounded up). These were implemented on 4 April 2023 which officers estimated would increase income by £70,000 per year. At the end of the first six months of the year, an early indication is that this estimate will be achieved.
9. The level of car park penalty charges is set by legislation which changed on 1 November 2022 when we introduced civil parking enforcement (CPE). In addition, there are now two ‘levels’ (for example ‘minor’ infractions such as overstaying your time set at £50 reduced to £35 if paid within 14 days and some are higher for example if you park in a disabled bay without displaying a blue badge, set at £70 reduced to £35 if paid within 14 days). All charges are increased if the penalty charge remains unpaid after 28 days and the council issues a charge certificate and then there are further increase if the case is registered as a debt.

10. 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**

11. Table 1 below estimates how the net cost of car parks including ancillary services, will change over a five-year period up to 2026/27 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.
12. The actual turnout for 2022/23 shows a small deficit in the car park account of £8,790. The increase in fees in April 2023 is estimated to provide a surplus income at the end of 2023/24 of £144,858.
13. In the medium term, the account will still be in surplus in 2026/27 by £6,371.

Table 1. Car park income and expenditure over a five-year period					
	Actual	Predicted	Forecast	Forecast	Forecast
	2022/23	Outturn	2024/25	2025/26	2026/27
	£	£	£	£	£
<b>Car park expenditure</b>					
Employees:	37,105	48,380	50,799	53,339	56,006
Contract costs	229,398	273,000	286,650	300,983	316,032
Premises (e.g. repair and maint. elec. Rates)	409,069	336,660	353,493	371,168	389,726
Transport:	1,176	2,690	2,825	2,966	3,114
Supplies and services (e.g. banking, materials)	156,690	92,089	96,693	101,528	106,605
Central and administrative:	159,543	108,635	114,067	119,770	125,759
Depreciation	145,598	131,283	133,983	133,983	133,983
<b>Total expenditure:</b>	<b>1,138,578</b>	<b>992,737</b>	<b>1,038,510</b>	<b>1,083,736</b>	<b>1,131,224</b>
<b>Car park income</b>					
Enforcement:	(56,218)	(58,000)	(58,000)	(58,000)	(58,000)
Season tickets:	(57,198)	(53,000)	(53,000)	(53,000)	(53,000)
Pay and display:	(967,959)	(971,000)	(971,000)	(971,000)	(971,000)
Contribution from outside bodies:	0	0	0	0	0
Other income (from WC and PCN debt)	(48,412)	(55,595)	(55,595)	(55,595)	(55,595)
<b>Total income:</b>	<b>(1,129,788)</b>	<b>(1,137,595)</b>	<b>(1,137,595)</b>	<b>(1,137,595)</b>	<b>(1,137,595)</b>
<b>Surplus (-) / deficit</b>	<b>8,790</b>	<b>(144,858)</b>	<b>(99,085)</b>	<b>(53,859)</b>	<b>(6,371)</b>
<b>Note - Without toilets Surplus (-) / deficit</b>	<b>(274,681)</b>	<b>(394,002)</b>	<b>(363,470)</b>	<b>(332,776)</b>	<b>(300,547)</b>

## Options for fees and charges

14. Based on the current usage and estimated income and expenditure shown in Table 1, there is sufficient surplus to not make any changes to the car park fees.
15. However, there are some changes cabinet may wish to consider to improve the car parks operations and encourage parking outside of the town centres. These are summarised in Table 2 below:

Table 2. Summary of options

Option	Description	Estimated change in revenue (pa)	Communications campaign recommended?	Can be dealt with by a Notice of Variation?
A	No change	£0	No	N/A
B	Provide permits for residents local to Church Road, Wheatley at a cost of £70 pa	De minimis	No as applies only to local residents	No, requires new Order (and seek to cover cost from OCC)
C	A new simplified parking structure	+ £100,000	Yes	Yes
D	Remove half price permits for electric vehicles	De minimis	No	Yes

### Option A – No Changes

16. Make no change to the fees. No change in income.

### Option B - Wheatley permits

17. Oxfordshire County Council (OCC) is due to consult on implementing on-street parking restrictions on Church Road in Wheatley to reduce congestion close to the district council car park entrance and bus stops. OCC has requested allowing local residents of properties in Church Road to use the car park at all times (it currently has a limited waiting of four hours Monday to Sunday 8am to 6pm). The exact numbers are still to be agreed but will be less than ten.
18. Church Road car park has 24 bays and usage figures show car park is only half full most of the day on average.
19. This would require a local parking permit scheme as below:

- permits would only be for residents' own vehicles, with one permit issued per property (six/seven properties tbc)

- cost of £70 per year replicates the price charged in Oxford by OCC. Elsewhere in South Oxfordshire there are higher prices for OCC resident permits, Henley is £110 pa and Wallingford is £100 pa.
- there are no current permits issued in Wheatley so this will require an addition to the car park schedule. As this is an introduction of something new, it is the Legal Services view that this cannot be dealt with by way of a variation order. We are of the view that a new order will need to be made, however if this is the only option that is to be introduced, or if no other options to be introduced require a new order, then a new order is made for this car park alone which would save advertising costs although the same process of making a new order would need to be followed.
- if agreed officers would advertise permits for all of the 'free' car parks (Benson, Culham lock and Chinnor) so this can be considered in the future.
- the permits would be issued by the council's parking contractor, Saba and enforced as part of regular inspections.
- officers will finalise the arrangements and numbers with OCC and look to recover all costs.

**Option C - A new simplified charging structure**

20. A simplified charging structure aims to make the purchase of tickets and the transactions at the machines quicker, simpler and easier to understand for customers. In addition, any Notices or advertisements of the parking fees would be easier to understand and cheaper to produce.
21. In the long stay car parks, the fees are fixed for up to one, two, five and ten hours. Without an 'up to three hours' option, visitors would have the choice of a relatively short stay for only £2.00 or to select the option of paying just one pound more and staying for up to five hours.
22. The medium stay charges in Goring and Edinburgh Drive car park in Didcot are set in order to be competitive with nearby train station car parks.
23. Table 3 and table 4 show current and proposed car park fees. Appendix 1 provides a full list of current charges with changes in previous years.

**Table 3. Current car parking fees**

Location/ Postcode	1 Hours	2 Hours	3 Hours	5 Hours	10 Hours	Operational	
						Days	Times
<b><u>Didcot</u></b>							
Edinburgh Drive - OX11 7LT	Free	1.80	2.40	2.80	6.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b><u>Goring on Thames</u></b>							
Goring - RG8 9HB	Free	1.60		2.80	6.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b><u>Henley On Thames</u></b>							
kings Road - RG9 2DQ	Free	1.80	2.40			Mon - Sat	8 - 6
						Sun	10 - 5
Greys Road - RG9 2AA	Free	1.80	2.40			Mon - Sat	8 - 6
						Sun	10 - 5
Southfields - RG9 1BJ				3.20	4.40	Mon - Sat	8 - 6
						Sun	10 - 5
<b><u>Wallingford</u></b>							
Cattlemarket - OX10 0AU	Free	1.80		2.80	3.30	Mon - Sat	8 - 6
						Sun	10 - 5
Goldsmiths Lane - OX10 0DN	Free	Free	1.80		3.60	Mon - Fri	9 - 5
						Sat	9 - 2
Thames Street - OX10 0HD	Free	1.80		2.80	3.30	Mon - Sat	8 - 6
						Sun	10 - 5
Castle Street - OX10 8DL					2.50	Mon - Sat	8 - 6
						Sun	10 - 5
St Georges - OX10 8HJ					2.50	Mon - Sat	8 - 6
						Sun	10 - 5
Riverside - OX10 0BU	1.10				2.20	Mon - Sat	8 - 6
						Sun	10 - 5
Riverside High Season	1.10		2.20		3.30	As Above	As Above
Riverside Out Of Season	Free	Free	Free	Free	Free	Mon - Sun	
<b><u>Thame</u></b>							
Cattlemarket - OX9 3FD	Free	1.80		2.80	3.30	Mon - Sat	8 - 6
						Sun	10 - 5
Southern Road - OX9 2EE	Free	1.80	2.40			Mon - Sat	8 - 6
						Sun	10 - 5

Table 4. A proposed simplified car park pricing structure

Location/ Postcode	1 Hours	2 Hours	3 Hours	5 Hours	**10 Hours	Operational	
						Days	Times
<b>Didcot</b>							
<b>Edinburgh Drive - OX11 7LT</b>	Free	2.00		4.00	6.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>Goring on Thames</b>							
<b>Goring - RG8 9HB</b>	Free	2.00		4.00	5.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>Henley On Thames</b>							
<b>kings Road - RG9 2DQ</b>	Free	2.00	3.00			Mon - Sat	8 - 6
						Sun	10 - 5
<b>Greys Road - RG9 2AA</b>	Free	2.00	3.00			Mon - Sat	8 - 6
						Sun	10 - 5
<b>Southfields - RG9 1BJ</b>				4.00	5.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>Wallingford</b>							
<b>Cattlemarket - OX10 0AU</b>	Free	2.00		3.00	4.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>*Goldsmiths Lane - OX10 0DN</b>	Free	£2.00 (free)	(£1.80)	3.00	4.00 (£3.60)	Mon - Fri	9 - 5
						Sat	9 - 2
<b>Thames Street - OX10 0HD</b>	Free	2.00		3.00	4.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>Castle Street - OX10 8DL</b>					3.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>St Georges - OX10 8HJ</b>					3.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>Riverside - OX10 0BU</b>	Free	2.00			4.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>Riverside High Season</b>	Free	2.00		3.00	4.00	As Above	As Above
<b>Riverside Out Of Season</b>	Free	Free		Free	Free	Mon - Sun	
<b>Thame</b>							
<b>Cattlemarket - OX9 3FD</b>	Free	2.00		3.00	4.00	Mon - Sat	8 - 6
						Sun	10 - 5
<b>Southern Road - OX9 2EE</b>	Free	2.00				Mon - Sat	8 - 6
						Sun	10 - 5

\*Goldsmiths Lane car park, Wallingford (current fees in brackets) is currently part owned by South Oxfordshire District Council, Wallingford Town Council and a private developer. The council manages the whole car park and collects the income which is distributed according to area once a management fee is deducted. Officers are currently in negotiation with the town council aiming to bring Goldsmiths Lane car park in line with



other South car parks and specifically to match the fees and charging at Cattlemarket car park, Wallingford. If negotiations are not successful, the fees will stay as they are currently.

\*\*Officers recommend a review of the charges for up to 10 hours each year for the next two years with a view to increasing them to bring them in line across all car parks.

**Option D – To remove the offer of half price permits for electric vehicles (EVs)**

24. The take up of half price permits for EVs is low with only six half price permits sold out of a total of 85 from the 1 April to 31 October 2023.
25. There is some confusion reported by Saba (who manage and issue the permits on behalf of the council) on whether hybrid vehicles are included and self-charging electric vehicles. The offer of half price permits does not appear to be a sufficient incentive to encourage take up. Officers consider this incentive should be put on hold and reviewed annually.

**Economic development implications**

26. Research undertaken by the Institute of Place Management on behalf of the High Streets Taskforce list car parking as one of 237 'Vital and Viable' factors that influence the success of high streets. This research (last updated in November 2021) lists car parking as the 45th most influential factor. (Car parking for the purpose of the study refers to the number or availability of parking spaces, parking costs, maximum parking duration, the location of parking spaces, and the diversity of parking supply).
27. Seen alongside 236 other influential factors, it should be understood that although parking is regarded as highly influential, it should not be viewed in isolation as a factor that will dictate the success of the high street economy.
28. In the view of Economic Development, Option A, that continues to offer a free hour of parking in all car parks (Note: except in Goldsmiths Lane, Wallingford where it is two hours) and keeping fees at current rates provides continues support to the high street businesses. It is our understanding that car parking numbers have not declined following the change from two free hours to one free hour in recent years and we can reasonably conclude that footfall from our car parks has not been affected.
29. Option B – Wheatley permits – no significant implications.
30. Option C - Guidance on Parking Provision in Town and City Centres published in the study "Re-Think! Parking on the High Street (2013) suggests that the "value" of car parking is more important than the cost. Value in this respect includes both the location and proximity of parking to attractions. Relevant to South Oxfordshire's market towns, the report suggests that "smaller locations, with relatively fewer attractions (retail and otherwise) need to carefully consider their parking provision and fees".
31. Planning Policy have commissioned a town centres and retail study to help inform the new joint local plan. This report is in progress and will undertake a health check of South's market towns, while this study won't examine the impact of parking charges on the town centres, information on accessibility and pedestrian flows will be included within the final reports, detailing public transport and active travel links to our town centres that could present an opportunity for future marketing.

- 32. Option D – remove half price permits for ‘plug-in’ EVs only – no significant implications.
- 33. Current indications are that leisure and hospitality service providers are occupying a higher proportion of local town centre premises, that may indicate longer parking stays are likely as the focus of the high street changes from retail to more experience led occupancy.

### **Climate and ecological impact implications**

- 34. Option A. 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.
- 35. Options B, Permits in Church Road car park aim to support OCC in reducing congestion and thereby reducing carbon emissions from idling vehicles.
- 36. Option C 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.
- 37. A fee of £2.00 to stay for up to two hours puts directly comparable with bus fares which are set to be held at £2.00 per journey at least until the end of 2024.
- 38. 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. The uptake in 2023 is still low.
- 39. Option D Maintaining reduced price permits for EVs shows positive commitment from the council towards a shift to electric vehicles, which are an important part of the journey to net-zero. However, it is acknowledged that the financial saving from this permit is unlikely to be a key motivator for residents changing to an EV. Going forwards, reduced priced permits for EVs could be reviewed annually.
- 40. Surplus income from car park revenue could be used to improve cycle infrastructure and storage to further encourage alternative, sustainable modes of transport.

### **Financial Implications**

- 41. Refer to summary table (paragraph 15) for estimated changes in total fee income for each option in paragraphs 16 to 25.
- 42. Option A. Any surplus income is ring fenced and will need to be used in accordance with the Road Traffic Regulation Act 1984, Section 55, for specific improvements to the car parks, highway, public open spaces or recreational facilities.
- 43. Options B. Income from issuing six permits to residents in Wheatley is £420. Officers will be looking to OCC for any costs associated with implementing the change.
- 44. Option C. Income from simplified parking structure is estimated at £100,000 based on current ticket sales and any surplus will need to be used in accordance with legislation.
- 45. Option D. The change in income from removing the half price permits for EVs is de minimis as the take up is so low.

46. 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 2023 showed that it is due to receive £644,000 less in revenue funding than it plans to spend in 2023/24 (with the balance coming from reserves), with this budget gap expected to continue in future years. However, there is great uncertainty over this caused by a lack of clarity from government.
47. The future funding gap is predicted to increase to over £8.5 million by 2027/28, based on current cautious officer estimates of future funding levels. Whilst it is anticipated that overall funding for the council will remain relatively unchanged in 2024/25, the lack of certainty on future local government funding from 2025/26 onwards means the level of funding, and the resulting estimated funding gap, could be significantly different from current officer estimates in either a positive or negative way. Every financial decision, particularly those involving long-term funding commitments (i.e., those beyond 2024/25), needs to be cognisant of the potential for significant funding gaps in future years.
48. Under CPE the car park account should be clear and transparent and published to show the council is not making excess surplus income.
49. In line with legislation under the Road Traffic Regulation Act 1984 para 55 (2), at the end of the financial year any deficit in the (car park) account shall be made good out of the general fund.
50. Any surplus income generated from these 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).
51. 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.
52. If a simplified charging system is adopted, future amendments to the car park fees will be easier to manage and at less cost as the advert in the newspaper would be reduced.

## **Legal Implications**

53. 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.
54. 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.
- 54. Option A** no change to the current Order.

**55. Option B** is in relation to residents permits for Church Road Car Park in Wheatley has arisen because Oxfordshire County Council intend to carry out some on-street parking enforcement and six properties have been identified along Church Road where residents currently are able to park on-street outside of their houses. OCC has “requested allowing residents of these six properties to use the Church Road car park”.

In the current order, there is no provision for permits to be purchased for this car park and there is also no charge for parking for a maximum stay of four hours. Latest usage surveys show there is capacity for such permits to be issued without having a negative impact on other users of the car park. Under Part II paragraph 3(6) it states that “Insofar as a vehicle is parked in a parking place for which a parking permit has been provided by the Council, the driver of that vehicle shall immediately display a valid permit for the duration that the vehicle is parked in that parking place under the terms of the parking permit” and so if the permit wasn’t correctly used that would result in enforcement action being taken. Therefore, the existence of such permits will need to be referred to in the schedule attached to the council’s car parking order to allow for enforcement measures to be relied upon and as this is an introduction of something new it is the Legal Services view that this cannot be dealt with by way of a variation order.

Officers consider that a new order will need to be made, however if this is the only option that is to be introduced, or if no other options to be introduced requires a new order, then a new order is made for this car park alone which would save advertising costs although the same process of making a new order would need to be followed and therefore officer time is unlikely to be drastically reduced.

**56. Option C** a new simplified parking structure. As this option is solely making tariff changes to the charges already payable then that can be dealt with by way of a variation order.

**57. Option D** is to remove half price permits for ‘plug in’ electric vehicles can be done by Notice.

## **Communications Implications**

55. Any of the options agree will have an impact on users of the car park. Given the current economic climate, the need to be transparent and to provide background information to reasons for the changes, officers recommend a communications campaign to inform stakeholders.

56. The outcome of any changes to be clearly communicated to the public by social media and on the council website and officer time will be required in promoting and updating the changes.

## **Equality and Diversity**

57. The council continues to offer parking at no charge for users displaying a ‘blue badge’ although the maximum stay is still enforceable (in Kings Road and Greys Road car

parks in Henley and Southern Road car parks in Thame the maximum stay is three hours during the charging period).

58. The council aims to meet the national standard of at least five percent of car park bays as extra wide bays dedicated to blue badge users.

## **Risks**

59. Option A. 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.

60. Option B. The offer of parking permits in the off-street car park will be limited to those houses directly affected by the new on-street parking restrictions. Usage figures show occupancy as half full most days. As the permit does not reserve a space, this is similar to the current parking on-street but the risk is that residents who have paid for a permit will not find a space.

61. Initially the permits will be limited to the residents identified by OCC. The council may receive requests from other residents for permits and this can be considered on an annual basis.

62. Option C. A simplified fee structure of fees to the nearest pound will increase some of the fees but rounded to the nearest pound will make coin paid transactions quicker and easier for users.

63. Option D. Small risk of negative public perception by removing these permits as they show support for a greener mode of travel.

## **Conclusion**

64. The car park account shows a relatively healthy surplus in the medium term and so there is no policy requirement to make any changes to car park fees.

65. The report has set out a range of options for Cabinet to consider in paragraphs 16 to 25. In setting the fees and charges for the financial year 2024-25, 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 2023

## Appendix 1 South Oxfordshire District Council car park fees and charges and permit changes 2023

CAR PARK	TYPE OF PARKING		PERIOD	Charges			
	Charging Period 2021	New Charging Period from 4 April 2022		2021	2022	2023	
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	No charge	
			Up to 2 hrs	£1.20	£1.60	£1.80	
			Up to 3 hrs	£1.80	£2.20	£2.40	
			Up to 5 hrs	£2.20	£2.60	£2.80	
			Up to 10 hrs	£5.00	£5.40	£6.00	
	Permits			Annual	N/A	N/A	N/A
				Low emission discount *	N/A	N/A	N/A
				3 months	N/A	N/A	N/A
				Low emission discount *	N/A	N/A	N/A
	Market trader permits			Annual	N/A	N/A	N/A
		3 months	N/A	N/A	N/A		
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	No charge	
			Up to 2 hrs	£1.00	£1.40	£1.60	
			Up to 5 hrs	£2.20	£2.60	£2.80	
			Up to 10 hrs	£5.00	£5.40	£6.00	
	Permits			Annual	£858.00	£927.00	£1020
				Low emission discount *	£429.00	£468.00	£510
				3 months	£250.00	£270.00	£297
				Low emission discount *	£125.00	£135.00	£149
	Market trader Permits			Annual	£143.00	£154.00	£169
				3 months	£42.00	£45.00	£50
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	No charge	
			Up to 2 hrs	£1.20	£1.60	£1.80	
			Up to 3 hrs	£1.80	£2.20	£2.40	
			Up to 10 hrs	£5.00	£5.40	£6.00	
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	No charge	
			Up to 2 hrs	£1.20	£1.60	£1.80	
			Up to 3 hrs	£1.80	£2.20	£2.40	

<b>Southfields Henley Off Goodall close</b>	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	£3.20	
			Up to 10 hrs	£3.40	£4.00	£4.40	
	Permits			Annual	£583.00	£686.00	£755
				Low emission discount *	£292.00	£343.00	£378
				3 months	£170.00	£200.00	£220
				Low emission discount *	£85.00	£100.00	£110
	Market trader Permits			Annual	£97.00	£114.00	£126
				3 months	£28.00	£33.00	£37

<b>Cattle Market Thame</b>	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	No charge	
			Up to 2 hrs	£1.20	£1.60	£1.80	
			Up to 5 hrs	£2.20	£2.60	£2.80	
			Up to 10 hrs	£2.60	£3.00	£3.20	
	Permits			Annual	£446.00	£515.00	£567
				Low emission discount *	£223.00	£258.00	£284
				3 months	£130.00	£150.00	£165
				Low emission discount *	£65.00	£75.00	£83
	Market trader Permits			Annual	£74.00	£86.00	£95
		3 months	£22.00	£25.00	£28		
<b>Southern Road Thame</b>	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	No charge	
			Up to 2 hrs	£1.20	£1.60	£1.80	
			Up to 3 hrs	£1.80	£2.20	£2.40	
<b>Thames Street Wallingford</b>	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	No charge	
			Up to 2 hrs	£1.20	£1.60	£1.80	
			Up to 5 hrs	£2.20	£2.60	£2.80	
			Up to 10 hrs	£2.60	£3.00	£3.30	
	Permits			Annual	£446.00	£515.00	£567
				Low emission discount *	£223.00	£258.00	£284
				3 months	£130.00	£150.00	£165
				Low emission discount *	£65.00	£75.00	£83

	Market trader Permits		Annual	£74.00	£86.00	N/A	
			3 months	£22.00	£25.00	N/A	
<b>Cattle Market Wallingford</b>	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	No charge	
			Up to 2 hrs	£1.20	£1.60	£1.80	
			Up to 5 hrs	£2.20	£2.60	£2.80	
			Up to 10 hrs	£2.60	£3.00	£3.30	
	Permits			Annual	£446.00	£515.00	£567
				Low emission discount *	£223.00	£258.00	£284
				3 months	£130.00	£150.00	£165
				Low emission discount *	£65.00	£75.00	£83
	Market trader Permits			Annual	£74.00	£86.00	£95
				3 months	£22.00	£25.00	£28

<b>Goldsmith Lane Wallingford</b>	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	No charge	
			Up to 3 hrs	£1.80	£1.80	£1.80	
			Up to 10 hrs	£3.60	£3.60	£3.60	
	Permits			Annual	£617.00	£617.00	£679
				½ price **	£308.50	£308.50	£340
				3 months	£180.00	£180.00	£198
				½ price**	£90.00	£90.00	£99
	Market trader Permits			Annual	£102.00	£102.00	N/A
				3 months	£30.00	£30.00	N/A
	<b>St Georges Wallingford</b>	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	£2.50
Permits				Annual	£326.00	£395.00	£435
				Low emission discount *	£163.00	£198.00	£218



			3 months	£95.00	£115.00	£127
			Low emission discount *	£47.50	£58.00	£64
	Market trader Permits		Annual	£54.00	£66.00	N/A
			3 months	£16.00	£20.00	N/A
<b>Riverside Wallingford Low Season 1 March-30 June 1 Sept-31 Oct</b>	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	£1.10
			Up to 10 hrs	£1.30	£2.00	£2.20
	Permits	Seasonal	£223.00	£343.00	£343	
		½ price *	£112.50	£172.00	£172	
		3 months	£65.00	£100.00	£100	
		½ price*	£32.00	£50.00	£50	
	Market trader Permits	Seasonal	£37.00	£58.00	N/A	
3 months		£11.00	£17.00	N/A		
<b>Riverside Wallingford High Season 1 July-31 August</b>	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	£1.10
			Up to 3 hrs	£1.30	£2.00	£2.20
			Up to 10 hrs	£2.60	£3.00	£3.30
	Permits	Seasonal	£446.00	£514.00	£566	
		½ price *	£223.00	£258.00	£283	
		3 months	£130.00	£150.00	£165	
		½ price*	£65.00	£75.00	£83	
Market trader Permits	Seasonal	£74.00	£86.00	N/A		
	3 months	£22.00	£25.00	N/A		

<b>Castle Street Wallingford</b>	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	£2.50
			Annual	£326.00	£395.00	£435
	Permits	½ price *	£163.00	£198.00	£218	
		3 months	£95.00	£115.00	£127	
		½ price*	£47.50	£58.00	£64	
	Market trader Permits	Annual	£54.00	£66.00	N/A	
		3 months	£16.00	£20.00	N/A	
<b>General – On application</b>	Daily rate for Skips		£40.00 + vat	£40.00 + vat	£44.00 +vat	

	Daily rate for gazebo, trailers and market stalls		£20.00 + vat per space	£20.00 + vat per space	£22.00 _ vat
	Permit replacement		£12.00	£12.00	£13.00
* Vehicles able to travel at least 20 miles with zero CO2 – (EXCEPT Goldsmiths Lane which at under 120g CO2/km)					
<b>Excess/Penalty Charges from Nov 2022</b>	Up to one hour over the time		£50.00	£50.00	£50.00
		If paid within 14 days	£25.00	£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	£70.00
		If paid within 14 days	£35.00	£35.00	£35.00

## Appendix 2 Comparison of car park fees and charges with local suppliers, October 2023

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
South Oxfordshire District Council	8am to 6pm Monday to Saturday 10am to 5pm Sunday	Free	1.80	2.40		2.80				6.00	
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				
Train Station, Didcot			2.50	4.50	5.60						7.20 (24 hrs)
Train Station, Goring											£4.60 Mon – Fr per day
Dry Leas (Henley rugby club)	7am-10pm Mon to Sunday										3.50
Mill Meadows (Henley Town Council) Mon-Fri Free after 7:00pm Sat and Sun and BHs	All days Free from 7pm to 9am	1.50/1.80	3.00/3.50		6.00/7.00	Over 4 hrs 8.00/9.00					
Wycombe DC (High Wycombe) Easton Street	7am – 8pm Mon – Sat - Sunday £1.00 all day Free from 8pm to 7am	1.10	2.10	2.60	3.10	3.60	4.10	Over 6 hr 9.10			

Wycombe DC (High Wycombe) Baker St	Car Park Closed										
Wycombe DC (Marlow) Riley Road	7am to 7pm Mon - Sun	90p	1.70	2.60	3.10		4.10				6.60
Woking Borough Council (Victoria Way, Brewery Road & Heathside Crescent)	6am - 6pm Charges on Sunday at reduced rate, 1 hr 1.60, 2 hrs 3.00 over 2 hrs 3.30	1.80	3.50	5.00	6.50		8.00	12.00			15.00 up to 24hr
Aylesbury Vale DC (Friarscroft – outer long stay)	6.30am - 8.30pm Mon – Sat										3.10 Mon – Sat 8am to 9pm 1.60 Sundays & BH
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)	Mon – Sun 8am to 6pm Free after 6pm	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 16 hrs 2.00	16-24 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	3.90	5.0	6.10	8.30	10.50	12.70	6-12 hrs 20.40			12-24 hrs 28.10
OCC (Worcester Street)	8am -8pm Mon-Sun After 8pm 5.00-5.50	5.00 / 5.50	7.20-8.60	10.50- 11.60	13.20- 14.30		20.40- 22.60		31.40- 33.60	39.10	
Oxford Westgate	Mon to Sun 6am to 5pm	3.80	4.80	5.80	7.80	9.80	13.00			6-10 hrs 22.00	10-24 hrs 35.00
Oxford Westgate	Mon to Sun 5pm to 6am	3.80									Over 1hr 4.40
Reading Broad Street Mall	Mon- Sun 24 hrs. 6pm to 8am £4.10	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	1.30	2.60	3.90	5.20		8.40				9.70 6 to 24 hrs
Waitrose Abingdon	Mon – Fri 7.30-9pm Sat 7.30am – 8pm Sun 10am – 4pm		Free for customers Max stay is 2 hrs								
Waitrose Faringdon	Free										
Waitrose Wantage	Free										

Waitrose Wallingford	Mon – Fri 8am – 9pm Sat – 8am - 8pm Sun 10am – 4pm	£1.00 (refunded with min. £10 spend in Waitrose)	Max Stay 2hrs								
Didcot Gateway	Open 24hrs		2.50	4.50	5.60						7.20 up to 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