

Appendix: publication version

# **Proposed changes to off-street parking in Vale of White Horse**

## **APPENDIX FOR CONSULTATION REPORT**

The survey and full results, including quantitative data and qualitative data with a full list of comments received, for the proposed changes to off-street parking in Vale of White Horse consultation. The main report and this appendix are available on our website on the [parking policy page](#).

**MARCH 2021**

## **APPENDIX – SURVEY AND FULL RESULTS**

**including quantitative and qualitative data with a full list of comments received**

A copy of the survey introduction is below.

This section includes the quantitative data. Not all respondents answered so percentages given represent responses to each question.

A full list of unedited comments can also be found below. Some spelling, grammatical and punctuation errors in the original comments raised were corrected in the main body of the consultation report but remain unedited here.

Any personal information supplied to us within the comments that could identify anyone has been removed and will not be shared or published in the report or appendices.

All survey questions are included for reference.

# Consultation on proposed changes to off-street parking in Vale of White Horse



## Introduction

We want to know what you think of the proposed changes to Vale of White Horse District Council's car park fees and charges.

Over the summer the council's Cabinet agreed to a number of options which will form part of the new parking order and determine how it operates its car parks across the district. We are required to review all car park fees and charges every year to make sure the cost of running the car parks are met by the residents that use them. You can view the options that were considered at Cabinet in the cabinet report on [our website](#).

We want to provide additional parking for electric vehicles and powers to issue fines for parking non-electric vehicles in electric charging bays, or for leaving an electric vehicle in the bay when it's not charging. We would also like to phase the removal of the discount on resident permits over a four-year period from 2020 to 2024 (new resident permits are no longer available to purchase, although space permitting, full price permits may be purchased).

We are also proposing to remove the parking for large vehicles in the Rye Farm car park in Abingdon-on-Thames and create more spaces for smaller vehicles. We also want to formalise parking bays in Hales Meadow car park in Abingdon-on-Thames for coaches and mobile homes.

This survey will ask for your views on the options being proposed. You can find full details of the proposals and more information, including maps of the car parks, on [our website](#).

The survey will run for the required 21 days from Thursday 29 October until **midnight on Thursday 19 November 2020**. The council will also seek comments from statutory consultees such as the highways authority, police and town and parish

councils.

Your comments will help councillors make a final decision and introduce the new arrangements in 2021.

### **Accessing the documents**

Due to Covid-19 restrictions the consultation documents are available at the district council offices on Milton Park on an appointment-only basis as the offices are currently closed to the public. Alternatively, these documents can be found on the car park page on [our website](#). Please contact us on 01235 470118 or email [carparks.southandvale.uk@sabagroup.com](mailto:carparks.southandvale.uk@sabagroup.com) to book an appointment or if you need support to access the consultation materials and we will be happy to help.

### **What happens next?**

Once the consultation has closed, the responses to the consultation will be reported to councillors for them to make a final decision on the Car Park Order at Cabinet, scheduled to take place in early 2021. Subject to approval of the Order, we will then publish full details of the consultation report and the new Order on the car park pages on [our website](#).



### **Queries?**

If you have any queries about this survey or require it in an alternative format (for example large print, Braille, audio, email, Easy Read and alternative languages), please email [haveyoursay@southandvale.gov.uk](mailto:haveyoursay@southandvale.gov.uk) or call 01235 422425.

If you have any questions about car parks, please email [carparks.southandvale.uk@sabagroup.com](mailto:carparks.southandvale.uk@sabagroup.com) or call 01235 470118.

**On clicking "Next Page" you confirm you are happy for your response to be used in the survey analysis and results. A save and continue option is available so that you can come back to a partially completed survey. Your responses may be included as valid answers, even if you do not click "Submit" at the end of the survey.**

### **Car park proposals**

#### **Order No.1**

The following changes are being proposed to off-street parking in Vale of White Horse:

(a) to revoke The Vale of White Horse District Council (Off-Street Parking Places)(No.1) Order 2011;

(b) to make the Vale of White Horse District Council (Off-Street Parking Places)(No.1) Order 2021;

(c) to introduce spaces (bays) reserved for electric vehicles whilst charging, and enforcement for unauthorised parking in those spaces in respect of i) non-electric vehicles parked in those spaces and ii) electric vehicles parked in those spaces but not for the purpose of charging.

(d) To phase the removal of the discount on resident permits over a four-year period from 2020 to 2024. New resident permits are no longer available to purchase, although space permitting, full price permits may be purchased.

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### **Order No.2**

The following changes are being proposed to off-street parking in Rye Farm and Hales Meadow, Abingdon-on-Thames. These car parks sit outside of the Vale of White Horse district, but are run by the district council and therefore require a separate order:

(a) to revoke the Vale of White Horse District Council (Off-Street Parking Places)(No.1) Order 2012;

(b) to make the Vale of White Horse District Council (Off-Street Parking Places)(No.2) Order 2021;

(c) to formalise the parking for larger vehicles including market trader vans and one coach, in Hales Meadow car park, Abingdon-on-Thames;

(d) to remove the commercial vehicle parking (lorries and mobile homes) in Rye Farm car park, Abingdon-on-Thames and thereby increasing the size of that car park for smaller vehicles;

(e) Introduce spaces (bays) reserved for electric vehicles whilst charging, and enforcement for unauthorised parking in those spaces in respect of i) non-electric vehicles parked in those spaces and ii) electric vehicles parked in those spaces but not for the purpose of charging.

(f) To phase the removal of the discount on resident permits over a four-year period from 2020 to 2024. New resident permits are no longer available to purchase, although space permitting, full price permits may be purchased.

### **More information:**

You can find out more about the above proposals and view the consultation background documents on [our website](#).

**Survey: including quantitative results and a full list of all comments received**

Q1. Are you responding as:								Response Percent	Response Total
1	An individual/member of the public							98.46%	192
2	A business/organisation							0.51%	1
3	A district, county or town/parish councillor							0.51%	1
4	A district, county or town/parish officer							0.51%	1
5	Other (please specify):							0.00%	0
<b>Statistics</b>	Minimum	1	Mean	1.03	Std. Deviation	0.27	Satisfaction Rate	answered	195
	Maximum	4	Variance	0.07	Std. Error	0.02		skipped	4

**ORDER NO.1  
Proposals (a) and (b)**

There are no questions for these

**Proposal (c) to introduce spaces (bays) reserved for electric vehicles whilst charging, and enforcement for unauthorised parking in those spaces in respect of i) non-electric vehicles parked in those space and ii) electric vehicles parked in those spaces but not for the purpose of charging.**

**Q2. Currently, we don't have any electric vehicle bays. If we were to introduce them, we will need the powers to introduce enforcement for: i) non-electric vehicles parked in those spaces ii) electric vehicles parked in those spaces but not for the purpose of charging You can find out more information on our website. How far do you agree or disagree with the above proposals?**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Response Total
i) enforcement for non-electric	46.2% (90)	31.3% (61)	4.1% (8)	6.2% (12)	11.3% (22)	1.0% (2)	195

**Q2. Currently, we don't have any electric vehicle bays. If we were to introduce them, we will need the powers to introduce enforcement for: i) non-electric vehicles parked in those spaces ii) electric vehicles parked in those spaces but not for the purpose of charging You can find out more information on our website. How far do you agree or disagree with the above proposals?**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Response Total
vehicles parked in those spaces							
ii) enforcement for electric vehicles parked in those spaces but not for the purpose of charging	39.5% (77)	35.4% (69)	6.7% (13)	7.2% (14)	10.3% (20)	1.0% (2)	195

Q2.1. i) enforcement for non-electric vehicles parked in those spaces									Response Percent	Response Total
1	Strongly agree								46.2%	90
2	Agree								31.3%	61
3	Neither agree nor disagree								4.1%	8
4	Disagree								6.2%	12
5	Strongly disagree								11.3%	22
6	Don't know								1.0%	2
<b>Statistics</b>	Minimum	1	Mean	2.08	Std. Deviation	1.39	Satisfaction Rate	21.64	answered	195
	Maximum	6	Variance	1.92	Std. Error	0.1				

Q2.2. ii) enforcement for electric vehicles parked in those spaces but not for the purpose of charging									Response Percent	Response Total
1	Strongly agree								39.5%	77
2	Agree								35.4%	69

Q2.2. ii) enforcement for electric vehicles parked in those spaces but not for the purpose of charging								Response Percent	Response Total	
3	Neither agree nor disagree							6.7%	13	
4	Disagree							7.2%	14	
5	Strongly disagree							10.3%	20	
6	Don't know							1.0%	2	
<b>Statistics</b>	Minimum	1	Mean	2.16	Std. Deviation	1.34	Satisfaction Rate	23.28	answered	195
	Maximum	6	Variance	1.81	Std. Error	0.1				

**Q3. If you have any comments on the above proposals, please provide them below:**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	55
1	My only concern would be for EVs that were parked to charge but the charging has been completed before the owner was able to get back to their vehicle - people shouldn't be penalised too quickly for that		
2	All spaces should be available for everyone.		
3	They should be shared spaces where electric cars can recharge if the space is not in other use		
4	As it is probably impossible to judge how long it would take to charge the car, a driver would probably have to stay by the car for the whole time in case charging completed whilst they were away. That is not practical and would lead to fines if someone misjudged timing by one minute.		
5	Electrical vehicle charging points are essential for carbon reduction		
6	You need to be careful how you do this. There shouldn't be fines for EVs that have plugged in but finished charging and their owners have yet to return, unless the bays are for rapid charging at 40kw-plus.		
7	Have a small amount of electric vehicle parking bays that are for just that, parking & not charging.		
8	Place electric charging areas away from main parking to facilitate manoeuvring to a charger. Installation absolutely necessary part of clean air development and must be a priority.		

**Q3. If you have any comments on the above proposals, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
9	Electric vehicle charging points are required in Wantage		
10	To encourage electric car purchase and use, the electric car owners need to feel confident that there is a higher chance of charging bays being available. If there is no enforcement for non-electric cars taking up rare and expensive charging bays then there is no reason not to do that in car parks that are regularly full on the weekend.		
11	If a car is parked in a charging bay it should be charging, not parking.		
12	Clear signage needed - test the wording, don't assume! What happens if car is fully charged? Small number of spaces only to start with, but infrastructure to easily add more		
13	It's important to get the balance of electric charging spaces right... too many and there will be empty spaces which will be frustrating for other users.		
14	Don't need electric vehicle bays in Faringdon. We got some at Tesco and they're never used either.		
15	It's important to make the charging spaces "fast charging", not the slow trickle-charging, otherwise electric cars will be sat there for hours trying to recharge. You will also need some way of notifying the owner electronically when their car is charged, otherwise they might not realise - if they are in a meeting, perhaps, or visiting someone - that their car must now be moved out of the charging bay. Maybe the charging machine should include a mobile number, so they can be texted.		
16	Think you'd need to know if someone's car has actually been used to charge. What if someone plugs it in for an hour, 30 minutes charge and full, but they're still in a local cafe / shop?		
17	Provision for electric vehicle charging is currently woefully inadequate. Providing more spaces and strongly enforcing their use is key.		
18	I would be keen to ensure that not too many spaces are allocated initially for charging points as spaces lying empty when the rest of the car park is full creates frustration		
19	Electric cars should be charged at home. We don't expect the council to provide petrol in the car parks.		
20	Whilst I support fines for non-electric vehicles parked in electric vehicle bays (ICE-ing); electric vehicles can be parked for long periods whilst owners are away from the vehicle shopping or using local facilities. If a vehicle finishes charging during this time how is the owner responsible?		

**Q3. If you have any comments on the above proposals, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
21	We should encourage electric cars by allowing parking in special bays even when not charging		
22	If you buy an electric vehicle you are responsible for charging why discriminate against people who can't afford a new vehicle by reducing already too thinly stretched parking to benefit only a few		
23	This needs to be balanced with the vast undersupply of parent and child parking which should be a greater priority. And the current vast oversupply of disabled parking, some of which should be used for either the electric or family parking.		
24	I agree as long as the spaces for general parking are replaced in some other way		
25	I don't think it is a good idea to add electric vehicle bay spaces to West Saint Helen Street Car Park as it is already a small and overwhelmed car park, and would penalise the ones who most commonly use it. Adding those bays to larger and less busy car parks would be a better idea, especially for the Rye one as would promote being more eco-friendly and avoiding congestion in the town centre		
26	I agree with adding electric vehicle charging points but the number needs to be proportional to current demand so that there are enough spaces for conventional vehicles		
27	I want to encourage electric cars but am mindful that parking for electric cars will mostly benefit wealthier visitors (a local person won't need to charge at the shops)		
28	Hard to judge without information on how many electric spaces are planned		
29	There are not enough electric vehicles to warrant this yet. They are way too expensive. Just trying to score brownie points as usual.		
30	Please notify locals of the number of electric vehicle spaces, and whether there will be a cost to charge vehicles.		
31	Whether a car is electric, petrol or diesel it is the responsibility of the car owner to make sure they have enough fuel in the tank to make it to and from there destination.		
32	Please consider the number of spaces relative to the current uptake on the purchase of electric vehicles. Consideration also needs to be made to the latest models of electric vehicles which self charge and will not require charging. Hence, is this a short-lived proposal?		

**Q3. If you have any comments on the above proposals, please provide them below:**

		Response Percent	Response Total
33	Some electric vehicles require longer to charge than others. There should be a limited time that fully charged electric vehicles can remain in a electric vehicle charging space.		
34	If my car is at 70% charge, I will want to charge it. But it will only take 25 minutes to fully charge, do I have to stop what I am doing (mid way through meal?) to move? Do I then need a new ticket? Confusing. Better to have a limit instead (90 mins in space until fine issued), that way others can charge too		
35	I don't wish my council tax to go up to pay for this		
36	There would need to be some leeway for how quickly a car is moved after charging is complete		
37	Presumably a survey has taken place to establish the need for the charging points and that when in place they will be signposted for locals and visitors alike?		
38	There is no need to create an offence or powers here, simply mark the bays as reserved and it will work		
39	<p>Add additional incentives to switch to EV's over and above the basic requirements of charge points.</p> <p>iii) Parking free for electric vehicles or hydrogen fuel cells at all times until uptake of EV's is established (Not hybrids i.e. vehicles that do not use fossil fuels)</p> <p>iv) Waving of permit fees for residents who use electric vehicles (Not hybrids i.e. vehicles that do not use fossil fuels)</p> <p>Consider how the charging points will be powered - consider installing a solar panel roof to parking areas or rent the space to a solar company? I have seen this done effectively in Brazil. Use the parking space to generate Green energy that can be used to offset the cost of charge points improving the sustainability of the project.</p>		
40	Not enough demand it will stop local people parking for a short time to use eg local shops		
41	<p>I have concerns over the methodology in developing the revenue collection services that may be employed through this service. Given that the current private partnerships are only monitored through KPI's whilst sister companies may act feasibly without monitoring but still in the name of the council.</p> <p>take away the green agenda and does this resemble parking for the privileged. please do tell me how many people on average and low incomes run electric cars? What happens if an old person parks there by mistake? shops don't enforce incorrect parking spaces why should the</p>		

**Q3. If you have any comments on the above proposals, please provide them below:**

		Response Percent	Response Total
	council target those who may get it wrong for those rich enough to afford an electric vehicle. NOT at all thought through having read your documentation		
42	Any order to restrict parking of electric vehicles in charging spaces when not charging would need to allow a reasonable time for removal of cars when charging has finished		
43	Parking is for parking - NOT for refilling or recharging.		
44	As these facilities at other sites appear larger than the standard parking spaces are you going to reset the size of parking spaces for conventional vehicles, as they have increased in size compared to the space provided.		
45	If someone leaves a vehicle charging but comes back a bit late then where do they stand?		
46	There are not enough parking spaces for non electric cars as it is, to reduce this further would not be sensible.		
47	All spaces should be open to all irrespective of their motive power		
48	Parking is already at a premium. EV owners should have charging points at home and petrol stations. You should not be discriminated against fit bit being able to afford an EV		
49	There has to be sufficient bays for parking in town centres. If you have too many spaces allocated for electric vehicles and they sit empty because they can only be used for electric vehicles, it will become very annoying.		
50	Depends on how many are in the area before you lose normal parking spaces		
51	I disagree as I do not believe these rules would be enforced. I am a resident of Wantage and no parking rules are currently enforced. The lack of parking is a clear issue and as a non-electric car driver, I do not think it is fair that I could not park in an electric parking space if it is the only space free.		
52	This just makes people's Lives more frustrating.		
53	It would be good to have electric vehicle charging points.		
54	A crucial question is how you will determine if a vehicle is not charging - charging happens over a finite period - are you really going to penalize a vehicle owner whose vehicle reached full charge one minute ago - being technical how will your wardens know whether a vehicle which is ""plugged in"" is actually being charged, or indeed has been charged and is now fully charged. Perhaps more thought needs to be given to this matter ?		

**Q3. If you have any comments on the above proposals, please provide them below:**

		Response Percent	Response Total
55	I cannot agree with point i) as I do not know how many parking places would be reserved for electric cars under the new rules. The council has allowed the transformation of numerous trades building into small flats over the last ten year in the centre of town. People who have moved into these accommodation are not wealthy and therefore do not usually own electric cars. There are many more (modest) residents and there should not be fewer parking places for them. This measure is premature in Abingdon.		

**Proposal (d) To phase the removal of the discount on resident permits over a four-year period from 2020 to 2024. New resident permits are no longer available to purchase, although space permitting, full price permits may be purchased.**

**Q4. Currently, new resident permits are no longer available to purchase, although space permitting, full price permits may be purchased. The proposal is to phase the removal of the discount on existing resident permits over a four-year period from 2020 to 2024. You can find out more information on our website. How far do you agree or disagree with this proposal?**

					Response Percent	Response Total				
1	Strongly agree				11.92%	23				
2	Agree				15.54%	30				
3	Neither agree nor disagree				17.62%	34				
4	Disagree				14.51%	28				
5	Strongly disagree				32.64%	63				
6	Don't know				7.77%	15				
<b>Statistics</b>	Minimum	1	Mean	3.64	Std. Deviation	1.54	Satisfaction Rate	52.75	answered	193
	Maximum	6	Variance	2.38	Std. Error	0.11			skipped	6

**Q5. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
1	Open-Ended Question	100.00%	50
1	If new permits cannot be purchased, what happens when people move house?		
2	There is already a shortage of parking spaces in the Vale with no plans to increase the availability. Car usage is likely to increase not decrease over the coming years exacerbating this issue.		
3	Residential properties are being built/developed in town centres with no, or limited, car parking spaces. It is obvious that the Vale do not wish people to encourage people to live in town centres, in which case they should not be approving property development. There is insufficient parking now, this is being made worse.		
4	Why would you remove residents benefits?		
5	If the only parking for residents is by permit then every resident should get one permit free or discounted. They can purchase for additional vehicles at same residence.		
6	Bit harsh on people who chose to buy/rent a property on the grounds that they could also rent a parking space, but who now have to face a substantial increase. For new residents, absolutely fair: they should take the price into account before deciding to buy/rent their property.		
7	Not relevant to myself		
8	Where are residents supposed to park? I would assume they pay council tax as does everyone else and should really get a discounted parking permit to park near their home		
9	Residents already pay enough through their council tax. It would be unfair to expect them to pay full price for a permit to park in the vicinity of their own home. A discounted price should be offered to residents, but not to businesses.		
10	Parking in the center of Abingdon is severely limited - it should be encouraged that residents park legally, and free up more spaces in the immediate center of the town by parking in the designated car parks. Residents of Abingdon should be able to park in Abingdon, affordably, and reasonably simply - these car parks should have a rate that aligns to residents parking rates so that they can be used at times when the center is full.		
11	I luckily have a house with a drive but this proposal seems very unfair for flat owners/renters who have no car parking with their property. Surely it will work against anyone trying to sell their property		

**Q5. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
12	There is not enough resident parking outside flats in Central Abingdon, so residents rely on these permits to park their cars reliably. Full price permits are too expensive and so should be made affordable for all. Alternatively stop making developers limit their parking to one slot per house!!! Public transport is poor in Abingdon and getting to science parks etc for work is logistically impossible unless you have a car, not everyone works in Oxford, the only place where busses go to regularly.		
13	Subsidised parking has no place in a green agenda. Parking should be available to support the town centre but is often full of residents.		
14	Please provide information on what the full price would be in future.		
15	I very strongly disagree about this and will be actively campaigning against it. The criteria for a residential permit for West Saint Helen Street car park is already very restrictive, and punishes residents for whom it is the closest car park yet can not get that permit. There is not enough on road parking to facilitate all the residential users of WSHSCP, and will be further punishing those resident who have the on street permit but can't get spaces, by making them even less likely to get spavers! Alternative car parks are not viable as they are not on the one way system and would require residents to spend an extra 5-20 minutes to carry out routine tasks liking picking people up or dropping off shopping before parking, and would not be fair on those with children, the elderly or mobility issues. Additionally, resedinetal parking permits in Abingdon are already considerably more expensive than elsewhere in Oxfordshire, including Oxford city centre itself.		
16	Even with residents parking and many restrictions parking in this area is difficult without some reserved parking this will be far worse. Further residents parking is guaranteed income. Whilst abingdon has good bus routes to oxford and didcot it is not well served with routes to other parts of oxfordshire so a car is essential for many		
17	Rent in the town centre is already extortionate, if I have to pay more for parking, I will not be able to afford to live in Abingdon anymore and will no longer support any of the local businesses.		
18	There are people living in premises where no parking is available. Some of these people are disabled. What does the council eco act then to do as far as paying their needed vehicles. Disgraceful		
19	Although I understand that this is a money-making exercise, residents have to park somewhere. Many bought their houses with the understanding that residents parking was available, so removing this privilege would be disappointing, especially at the moment when some seem public transport to be unsafe.		

**Q5. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
20	Residents getting discount on parking permits could be staggered as to what car they drive to help encourage the use of a newer car.		
21	Residents should always be able to park		
22	For many residents they have no choice. This is penalising those people		
23	This is confusing. Are you proposing getting rid of resident permits all together? This would be disastrous and unfair, and is only going to lead to an increase in illegal parking on double yellow lines, as is frequently seen outside Abbey Yard, yet nothing is done about it. Better to keep (discounted) residents permits to prevent illegal parking.		
24	The town needs to be less focused on cars and start improving the experience for cyclists		
25	Residents of the town who have no other parking place should be allowed to continue to have significantly reduced price parking permits.		
26	I am not an Abingdon town resident but consider this proposal unethical and not within the spirit of the Public Service Act to penalise residents, who have no choice but to park in the town.		
27	Not enough info given re pricing implications, discount currently given etc.		
28	Existing residents should retain their existing right to purchase a resident's permit at 50% of the commercial rate		
29	People should be able to park close to their homes. If you remove permits more dangerous parking will appear, leading to more traffic jams and accidents.		
30	Your proposal states that residents using car parks can be to the detriment of visitors. Your own report states the change in income will be negligible. Yet, the impact on residents will be substantial - an increase of £200-£300 per year, perhaps more in some cases. You seem to prefer favouring visitors over residents for a negligible change in income. I believe your proposal will drive residents to park in other residential streets, adding to congestion, reducing safety and, quite possible, leading to an increase in pavement parking. I strongly disagree with this proposal.		
31	People who live in those areas moved there on the understanding that residents permits were available. I don't see that it's fair to massively increase the cost to them, especially at the moment (and I don't live there)		
32	The resident permit already by no means guarantees finding an on-street spot and does NOT allow us to park in the car park if all the street spaces are full. Before lockdown I regularly got back from work and found both all the street spaces and the car park full, leading to having to park a long way away.		

**Q5. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
	<p>I wasn't aware there was a discount as such on residents permits. My permit, and I thought this was the only type available, only allows on street parking, so I am not sure how you can measure a discount as there is nothing to compare it with.</p> <p>I don't mind paying a bit more for the permit but we should be allowed to park in the car parks if the street is full.</p> <p>Also, whilst I can understand closing the the scheme to new addresses (e.g. new flats in the town centre) surely fairness demands existing addresses in the scheme be allowed to buy new permits.</p> <p>Thank you</p>		
33	There is very limited residential parking in Abingdon, people have moved to the town on the strength of being able to park in a close by car park. It is unfair to penalise people for living in those properties - how many councillor's would be happy if an authority just removed their driveways		
34	Introduce permit scheme for shop owners and staff using parking spaces. Provide free parking at all times for 100% electric vehicles or 100% fuel cell vehicles (i.e. fossil fuel free vehicles) to be phased out as uptake increases.		
35	Seems unfair to impose this extra unforeseen cost at a time when people are facing reduced income		
36	apart from the need to raise revenue what benefit would it bring to businesses?		
37	If you have allowed construction of dwellings that don't have dedicated parking, so require the use of a public car park then you should allow a discount for that parking. You wouldn't charge anyone for parking on their drive at houses with drives.		
38	Won't this force residents with no parking spaces to find on road parking causing possible obstruction or nuisance.		
39	I am not one to froth at the mouth usually but this is a really disgusting idea. My family live in in the centre of the town and have no parking available at our house. We have one car and have used the car park on West St Helen's Street for a decade. We value its position and safety. It can be busy but only really on Mondays and Saturdays. We do not at all begrudge the current cost or even a small increase but the proposed rise is truly criminal and anti-resident which seems rather to defeat the whole object. We both work (we are lucky) but our pay is frozen. I know lots of residents have moved into the area over the past decade and almost all have no private parking. I don't have tons of sympathy with those who whinge about a decrease in the retail value of		

**Q5. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
	their property as they are on the whole those who can best afford a rise! However, I have a lot of sympathy for those with young families who may be forced away. It would rip the essential vitality out of the town centre at a time when the community needs to come together. I think this is a giant own goal and quite frankly make visitors pay a bit more and residents pay a bit more but not to this outlandish and shameful and unjustifiable (I can see no justification) measure. Shame on those whose idea this was and nonsense if you can't understand the above. I don't usually froth, honest....		
40	I have a masters in engineering and don't understand the question		
41	This a benefit to those people that reside in the town. If they have to pay the full costs they will probably park elsewhere and cause more if a parking problem.		
42	I park every day and should be able to get a permit near to where I work also people who live near should have a permit		
43	As a resident who has a resident permit I strongly disagree - Living in the town centre with no on street parking available means there is no option but to pay for a residents permit - Without this offered at a fair price to residents we are unable to park - Forcing residents to pay business rates is completely out of order...		
44	I am a single resident in Wantage, living in a flat without parking and I disagree with having the resident permits phased out. I believe a tier system would be better (e.g. discount for single individual with one car).		
45	Again, you are just going to irritate people. Redident's oermits should be reduced. This isn't fair on new people to the area.		
46	I believe this will be doing a disservice to residents and feel an increase of £300+ is unacceptable		
47	Absolute disgrace. Penalising residents who live in areas without parking who live there because the cost of a home with parking is prohibitive, therefore, you will be penalising those of lower incomes, pensioners etc. There are already parking issues in Wantage and there has been a reduction of street parking due to the pedestrianisation of the part of the market place. Houses have been bought based on the ability to have a Residents Permit. Residents have not been informed of these proposals, the information in the car parks is inaccessible, for instance in The Undercroft car park the information has been pinned to a door into an electricity cupboard and was face towards it, therefore, completely invisible.		
48	Residents should be able to park for free out of normal working/office ours		

**Q5. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
49	<p>This policy seems to ignore that in Abingdon Town Centre there is a well established residents parking scheme run by the County Council which I understand is self-financing and which charges residents of designated streets a sum in the order of £150 per annum for a patrolled parking space - whereas your proposals seem to want to abolish the ability of residents to purchase a permit in your car parks - at a sum of more than £150. Are the Abingdon town centre car parks running at capacity ? Do you really want to refuse a payment of say £200 per annum and have a space empty ? Surely selling a space is better than having an empty space ? Have you considered the possible changes in parking behaviour as a result of change working patterns - both of residents and town-centre workers ? It would have been helpful if you have published the evidence base behind your proposals (eg modelling and sensitivity analysis studies - as I am sure that you will have done such analysis.). What do the local councillors for the Abingdon Town Centre area think of these ideas ? I am sure they would have mentioned the existing well-used and successful OCC-run scheme - I am presuming they have been asked for their views - but perhaps not yet ?</p>		
50	<p>I have been living in Lombard Street for and would be one of many humble households adversely affected by this measure. That is however not the main reason why I am convinced that the abolition of the resident parking permit scheme would be scandalous, immoral, nonsensical and detrimental to Abingdon.</p> <p>First of all, I cannot see any reason to justify the measure. Is it coming about because the parkings are in deficit? Then my question is does a parking management scheme need to be self-financed? IN any case, there are other means to raise money than this proposal. Redirect other incomes towards the parking scheme or take away the two hours free parking for example. That is also a measure I would object to but it shows there are options. You could also raise moderately the resident parking permits without scraping the scheme. Is it a measure to ease congestion? Then you should call the new prices a congestion charge on the residents, a new tax in effect. But can you prove that such a measure would decrease congestion in the centre of town? High price parking, just like parking removal, actually leads to increase car circulation by motorists in search of cheaper parking. Residents cannot be treated like workers or visitors to the town who could – if there was one – use a park and ride scheme. They need access to the car park and by exponentially increasing the cost of parking this proposal would in effect cut access to parking for many.</p> <p>Secondly, this measure is hitting the most modest of households and the ones who need it the most. The town has allowed for a great number of flats (1 to 2 bedrooms max) to be built in the centre of town over the last ten years, such as the flats on St Edmund's lane where there used to be a</p>		

**Q5. If you have any comments on the above proposal, please provide them below:**

	<b>Response Percent</b>	<b>Response Total</b>
<p>charitable organisation helping the elderly to gain IT skills. These accommodations rarely come with parking but their inhabitants have cars, families and limited resources. By removing the resident parking scheme, the council would add an additional financial burden on these families at a time when the economic crisis is going to cost many their jobs. I go back to a previous conclusion, many may be lose the ability to access parking altogether and even for those who would manage to pay the extra 400 to 500 pounds extra every year, it is not only their financial situation which would become more precarious/less comfortable. For those who own a property (without parking as is the case for most households in the old centre), the value of their house/flat is going to drop. For those who rent, they may decide to leave the centre altogether. For all families, this will be a call to question their residency in the centre of Abingdon. Increasing the price of parking will not make us all sell our cars. You need a car when you have young children. Buggy, bikes, balls, coats, school bags, baby; parents cannot carry them all, walk to Tesco and leave with the weekly shop as well! . Half of these families live in small flats. On West St Helen’s street, there are many young modest families living in flats. These families NEED reasonably priced parking. Or they will leave. I have always thought that what makes Abingdon so pleasant is its welcoming, family friendly aspect. This is a town that still has a kids clothes shop! (Hurray for this rare business). The town square attracts cyclists, punters and is – in non-Covid times- a great meeting spot for local young families. The money residents can spend on local coffee-shops and other non-essential business will be curtailed by the proposal to increase the cost of parking.</p> <p>In addition, I think it irresponsible of the council to have authorized over recent year the conversion of many buildings (often commercial buildings) into small flats and therefore increased the pressure on car parks and off-street parking, AND to now, reduce access by financial pressure to car park spaces for the regular cars of these residents.</p> <p>I can see no justification to scrape the resident parking scheme except greed and short-sightedness on the part of the council. The timing of this new tax could not be worse when unemployment is just starting to explode. The residents hit will be old people, young families and in every case households of modest revenues. This will drag house and flats prices down. Where a reasonable justifiable basis cannot be found, I can only conclude that this proposal is a shameless exercise in using the car parks as cash machines for the council.</p>		

## ORDER NO.2

### Proposals (a) and (b)

There are no questions for these

**Proposal (c) to formalise the parking for larger vehicles including market trader vans and one coach, in Hales Meadow car park, Abingdon-on-Thames;**

**Q6. The proposal is to formalise the parking for larger vehicles including market trader vans and one coach, in Hales Meadow car park, Abingdon-on-Thames. You can find out more information on our website. How far do you agree or disagree with this proposal?**

									Response Percent	Response Total
1	Strongly agree								16.15%	31
2	Agree								42.19%	81
3	Neither agree nor disagree								23.96%	46
4	Disagree								5.21%	10
5	Strongly disagree								4.17%	8
6	Don't know								8.33%	16
<b>Statistics</b>	Minimum	1	Mean	2.64	Std. Deviation	1.38	Satisfaction Rate	32.81	answered	192
	Maximum	6	Variance	1.91	Std. Error	0.1			skipped	7

**Q7. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	26
1	All spaces should be available for all.		
2	Hales Meadow car park is not very big for coaches etc. It does not look a practical solution.		

**Q7. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
3	This seems a small car park for larger vehicles		
4	I don't live there and never go there		
5	Not familiar with the area. Abingdon is a horrible place to get to by car, to get around by car, and to park in. Until you sort out the stupid central area, and restore the one-way system around it, I won't be even attempting to use or visit Abingdon.		
6	Much prefer parking in Hales Meadow than Rye Farm.		
7	This needs to be done in tandem with enforcement of illegal parking and loading that congests the town centre		
8	This is acceptable as long as it accounted for how much they make of the vehicles parked and also are grouped together, so as not to adversely affect any drivers		
9	During the summer camper vans stayed for weeks in the same place this should not be allowed. Also in the winter months this bays should be multi purpose as camper vans are less likely to be coming into town		
10	It is better for large vehicles to park in Rye farm and keep this for smaller vehicles		
11	Would you read them?		
12	This seems sensible.		
13	Alienating independent businesses from our very unique and important farmers Markets by reducing there ability to park within walking distance seems very detrimental to keeping our beautiful town centre so vibrant		
14	Perhaps the 4 motor homes parked behind Dodson Court since lockdown began could be encouraged to use Hales Meadow. They were still there a couple of weeks ago and no spaces for cars available.		

**Q7. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
15	We need to ensure spaces for coaches remain to encourage visitors to the town. Market traders will also continue to need accessible parking.		
16	Taking away car spaces pushes more cars into the town centre. Rye Farm floods so needs better drainage before taking spaces away from Hales farm		
17	That car park isn't very big, will that give enough large spaces?		
18	This is a sensible regularisation of what happens anyway		
19	Why not make it more flexible instead of less? will those spaces be left empty when there is no market?		
20	This is a good car park to use when one is visiting in the dark evenings, esp for lone people. IE its not behind the trees and can be seen clearly from the road		
21	Although not specifically mentioned, the two hours free parking MUST be retained for the good of Abingdon		
22	I can see the point on market day but really this car park is used almost entirely by people visiting the sports' facilities or the river / meadows for leisure purposes.		
23	I have no knowledge of this car park		
24	This car park is by far nearest access to river Thames for disabled drivers or disabled car occupants. There is currently not enough disabled only spaces there and car drivers have difficulty finding spaces in summer months or at popular times. Formalising spaces for larger vehicles will therefore penalise car drivers who are disabled and need the close access in order to visit the river and picnic or watch the boats. As a disabled driver I find this car park is the only one where a space is frequently available. Other disabled spaces are usually full. To decrease car parking spaces in Hales Meadow car park in favour of larger vehicles will impact seriously on the accessibility of the river to disabled drivers like myself.		

**Q7. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
25	I agree if this allows for more residents parking in the Rye car park...		
26	Makes sense to		

**Proposal (d) to remove the commercial vehicle parking (lorries and mobile homes) in Rye Farm car park, Abingdon-on-Thames and thereby increasing the size of that car park for smaller vehicles;**

**Q8. Currently, the Rye Farm car park is in two sections, for larger commercial vehicles and smaller vehicles. The proposal is to remove the commercial vehicle parking (lorries and mobile homes) in Rye Farm car park, Abingdon-on-Thames and thereby increase the size of that car park for smaller vehicles. You can find out more information on our website. How far do you agree or disagree with this proposal?**

			Response Percent	Response Total						
1	Strongly agree		21.88 %	42						
2	Agree		33.33 %	64						
3	Neither agree nor disagree		19.27 %	37						
4	Disagree		11.46 %	22						
5	Strongly disagree		6.77%	13						
6	Don't know		7.29%	14						
<b>Statistics</b>	Minimum	1	Mean	2.7	Std. Deviation	1.47	Satisfaction Rate	33.96	answered	192
	Maximum	6	Variance	2.16	Std. Error	0.11			skipped	7

**Q9. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
1	Open-Ended Question	100.00%	40
1	<p>At present the parking for smaller vehicles is height restricted. People who drive minibuses and vans, especially those who need larger vehicles for wheelchair accessibility, cannot fit under the height restricted barrier. If the other section is removed, there are very few longer stay parking spaces for individuals who drive such vehicles, despite not being commercial travellers.</p> <p>This will disproportionately affect disabled people who already cannot access the multi-storey car park, due to the height restrictions.</p> <p>A significant proportion of disabled people need larger vehicles - for example Renault master, 2.4m high - to accommodate large powered wheelchairs.</p>		
2	It would be safer for coaches etc. if the carpark was totally resurfaced. There is more room for coaches to turn safely than in than in the carpark opposite.		
3	I believe the Vale should be looking to discourage parking and encourage cycling/walking to the town centre and river.		
4	I think it would be better for the two to be separate.		
5	Some parking for larger vehicles, coaches and hgvs and Van's should still be provided		
6	I don't live round there. Doesn't affect me		
7	Presumably you have done a survey on vehicle use, and if the Large Vehicle side is underused, and the Car side is full to bursting, then this proposal makes perfect sense.		
8	Have never really seen the larger car park used. Several times Rye Farm.uve found to be full		
9	Where are they to park instead?		
10	It has its problems with commercial vehicles being allowed to park there but i presume they have to have somewhere to park other than taking up lay bys?		
11	Other sites must be found or our ring road will look like that round greater leys or the horse path bypass stretch with lorries taking all available parking		
12	This needs to be balanced with the risk of traveller encampment which is a regular recurring issue with that car park. Whilst it does free up more space, there is the inherent risk of temporarily losing the entire car park		

**Q9. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
13	Work should be undertaken with OCC to improve pedestrian footway across the bridge if you are increasing the capacity of the Rye Farm. Space needs to be reallocated to pedestrians/cyclists on key gateway to the town		
14	This would be acceptable as long as it would not mean more commercial vehicles on the one way system or other car parks, including tour buses and coaches. More parking spaces for Abingdon is much needed.		
15	It would be good to resurface this car park as parts of it are full of pot holes		
16	I have never seen the car park for cars even remotely full, so don't see the need to remove the lorry park.		
17	The height barrier on the car park prevents me from parking here		
18	Keep it as it is		
19	This seems sensible. Could the additional spaces not be used for residents' cars at the current discounted rate?		
20	How many lorries are using this area?		
21	Provide motorcycle only bays.		
22	Commercial parking is required but perhaps reduced rather than removed.		
23	Lorries should not be permitted to thunder through the town for overnight parking! The above is a perfect solution. Better still create a Park&Ride outside the town and bus people in.		
24	If large vehicles cannot park in Rye Farm car park, where will they park? They might starting to park in residential streets.		
25	Can the flooding issue be rectified without my council tax going up.		
26	Where does the council propose these commercial vehicles park instead? I would hope that this is not a knee-jerk reaction to the several 'invasions' of parking facilities by groups of travellers in the recent months (or year) across the county (and various districts therein). If it is, I would suggest that the council spend more time considering where travellers *can* park up to camp to avoid the 'invasions' from happening.		
27	Yes, the commercial section tends to be abused and it will be much tidier as a one car park under height barrier access		
28	Why not make all bays dual purpose if there is demand?		
29	There must not be access restrictions for vehicles that are small camper vans (i.e. VW T5) as these are becoming very popular family vehicles. Many people now have these and visit areas and as Abingdon needs as		

**Q9. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
	much tourism as it can get so as to help the local economy there must be places for this size of vehicle to park.		
30	I'm not sure what the answer is, but something must be done with this space since it was close to lorries due to travellers using it illegally. Perhaps it could be used for residents permit parking?? but could easily be used for smaller vehicles as general parking.		
31	what benefits are you offering for local business to replace the lost parking		
32	I don't know what other facilities there are for large vehicles, what need there is, and where else they can park.		
33	This should not be at the expense of Town Centre car parking		
34	Now this is a good idea. Why not make this area (out of most residents way) much cheaper to park in than the centre for visitors and raise the price in the centre? You are then encouraging visitors to walk into town and use facilities on the way and stop overcrowding in the centre.		
35	From a disabled drivers point of view extra spaces there are too far away to make amenities accessible. So if this is to move larger vehicles to Hales meadow then this too is going to impact on disabled drivers access as previously described.		
36	Only have one space for coaches or lorry drivers is disgusting. They have no place to park in the area, and these drivers spend money in the town!. And only having one space for a coach is stopping tourism coming into Abingdon!		
37	Agree if this creates space for residents parking at a reasonable fee...		
38	It has worked perfectly well for years as it is. You just push them onto the A34/industrial estates. They spend money in Abingdon when they are there.		
39	I agree that it is harmful to have HGVs driving through Abingdon. I don't know enough about why they are doing so or why they park in Rye Farm car park to be able to comment on this proposal - where will they drive to and park instead? The result may be reduced air pollution for the Abingdon AQMA but if it means that HGVs travel longer distance or create worse air pollution elsewhere, this isn't solving the problem just pushing it somewhere else.		
40	It is not clear where you expect HGV vehicles to park if you remove this facility - on residential roads ? or at random places around the town ? rather than just saying what you are stopping it would have been useful to say what you are opening, as well.		

**Proposal (e) Introduce spaces (bays) reserved for electric vehicles whilst charging, and enforcement for unauthorised parking in those spaces in respect of i) non-electric vehicles parked in those spaces and ii) electric vehicles parked in those spaces but not for the purpose of charging.**

**Q10. Currently, we don't have the authority to enforce parking bays where electric vehicles are charging. The proposal is to introduce enforcement for: i) non-electric vehicles parked in those spaces ii) electric vehicles parked in those spaces but not for the purpose of charging You can find out more information on our website. How far do you agree or disagree with this proposal?**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Don't know</b>	<b>Response Total</b>
i) enforcement for parking non-electric vehicles parked in those spaces	42.1% (82)	33.3% (65)	5.6% (11)	6.2% (12)	12.8% (25)	0.0% (0)	195
ii) enforcement for parking electric vehicles parked in those spaces but not for the purpose of charging	37.1% (72)	38.1% (74)	6.7% (13)	7.7% (15)	10.3% (20)	0.0% (0)	194

Q10.1. i) enforcement for parking non-electric vehicles parked in those spaces									Response Percent	Response Total
1	Strongly agree								42.1%	82
2	Agree								33.3%	65
3	Neither agree nor disagree								5.6%	11
4	Disagree								6.2%	12
5	Strongly disagree								12.8%	25
6	Don't know								0.0%	0
<b>Statistics</b>	Minimum	1	Mean	2.14	Std. Deviation	1.36	Satisfaction Rate	22.87	answered	195
	Maximum	5	Variance	1.86	Std. Error	0.1				

Q10.2. ii) enforcement for parking electric vehicles parked in those spaces but not for the purpose of charging									Response Percent	Response Total
1	Strongly agree								37.1%	72
2	Agree								38.1%	74
3	Neither agree nor disagree								6.7%	13
4	Disagree								7.7%	15
5	Strongly disagree								10.3%	20
6	Don't know								0.0%	0
<b>Statistics</b>	Minimum	1	Mean	2.16	Std. Deviation	1.28	Satisfaction Rate	23.2	answered	194
	Maximum	5	Variance	1.65	Std. Error	0.09				

**Q11. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	31
1	As previously, EVs genuinely parked for charging shouldn't be penalised too quickly for staying past when that charging was complete		
2	Not efficient use of resources		
3	More focus needs to be on illegal parking full stop.		
4	see answer already given above		
5	But don't fine EVs that are plugged in and have finished charging unless the bay is for rapid charging at 40kw-plus		
6	What about of they have finished charging?		
7	Don't waste our money on electric parking bays		
8	Thought we'd already had this question? Same comment: must be fast-charge, must have a way of notifying users that their vehicle is full.		
9	Agree with caution... ie ensure the car has paid to charge		
10	Parking can be very limited as it is so to basically set aside parkings for those with electric vehicles smacks of elitism.		
11	Whilst I strongly support fines for non-electric vehicles parked in electric vehicle bays (ICE-ing); electric vehicle drivers could be away from their parked vehicle for a long period and if the vehicle finishes charging during this time they are not in control of that so should not be fined.		
12	Already answered this question earlier in survey		
13	So long as the spaces for general parking are replaced elsewhere		
14	It is the owner's responsibility to make sure they have enough fuel to get to and from any destination they travel to.		
15	Please note electric vehicles are rapidly evolving into self-charging models. Please don't invest large amounts in something that will not be required in a relatively short time space.		
16	It will depend on percentage of spaces for electric and non electric.		
17	Depends if the charging has happened. If not at all they shouldn't park there. If charging but reached 100% (and therefore charge finished) not an issue		
18	I don't want council tax to go up to pay for this.		
19	This is a difficult problem to solve (despite it looking easy). I understand the need for more charging points (and associated parking spaces) for electric vehicles and fully support this. However, many car parks are full during the day, and Abingdon's layout (as you well know) can cause		

**Q11. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
	severe delays when attempting to get from one car park (full) to another (full again), to a third (might be full, who knows). I would fully support this proposal if the council also considered LED displays indicating how many spaces (electric/disabled/non-electric) are free in the three major car parks (West St Helen, Charter and Cattle Market) being placed on the major routes into town (i.e. Bridge Street, Vineyard, Bath Street, Ock Street and Caldecott/Wilsham Road). Would vehicles with disabled badges be exempt from this enforcement?		
20	Just mark the spaces and they will self regulate - do not legislate where it is not necessary.		
21	Leaving spaces empty when demand is there for non electric vehicles is unfair		
22	Parking is generally difficult enough in Vale car parks as it is, esp Wantage at the Beacon. I also don't think there are enough electric vehicles on the road yet, however it's difficult to say if this is due to lack of charging spaces. I don't know how they work (is there a way to lock the charger to the vehicle whilst charging? and how is electric paid for?) more info required before I could comment further		
23	i reiterate what happens when its accidental parking will a person with age or disability be charged? is enforcement necessary as only affluent residents can afford electric cars		
24	Any order to restrict parking of electric vehicles in charging spaces when not charging would need to allow a reasonable time for removal of cars when charging has finished		
25	Parking is for parking - NOT for re-filling or re-charging. Get a grip!		
26	As these facilities at other sites appear larger than the standard parking spaces are you going to reset the size of parking spaces for conventional vehicles, as they have increased in size compared to the space provided.		
27	For reasons previously mentioned		
28	Why would you want to enforce that cars are parked in these bays? There are quite a few cars in the world to fit in there, even one at a time		
29	This question duplicates an earlier one		
30	This question Q10 seems very similar /identical to Q2 so my answers are the same ie A crucial question is how you will determine if a vehicle is not charging - charging happens over a finite period - are you really going to penalize a vehicle owner whose vehicle reached full charge one minute ago - being technical how will your wardens know whether a vehicle which is ""plugged in"" is actually being charged, or indeed has been		

**Q11. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
	charged and is now fully charged. Perhaps more thought needs to be given to this matter ?		
31	<p>I think the decision to add parking bays where electric vehicles can charge is a good idea but a premature one. At the very least if charging bays are installed, there should be a period of observation of several month after their installation before implementing any penalty on motorist of non-electric vehicles and electric vehicles which are not charging. The observation should focus on the actual use of these bays. I am not convinced that they will be popular at present while they will further limit the parking ability of residents, workers and visitors who, in the overwhelming majority own a non-electric car.</p> <p>Again, I think it irresponsible of the council to have authorized over recent year the conversion of many buildings (often commercial buildings) into small flats and therefore increased the pressure on car parks and off-street parking, AND to now, remove car park spaces for the regular cars of these residents.</p>		

**Proposal (f) To phase the removal of the discount on resident permits over a four-year period from 2020 to 2024. New resident permits are no longer available to purchase, although space permitting, full price permits may be purchased.**

**Q12. Currently, new resident permits are no longer available to purchase, although space permitting, full price permits may be purchased. The proposal is to phase the removal of the discount on existing resident permits over a four-year period from 2020 to 2024. You can find out more information on our website. How far do you agree or disagree with this proposal?**

			Response Percent	Response Total
1	Strongly agree		9.28%	18
2	Agree		19.59%	38
3	Neither agree nor disagree		16.49%	32
4	Disagree		16.49%	32
5	Strongly disagree		29.90%	58
6	Don't know		8.25%	16

**Q12. Currently, new resident permits are no longer available to purchase, although space permitting, full price permits may be purchased. The proposal is to phase the removal of the discount on existing resident permits over a four-year period from 2020 to 2024. You can find out more information on our website. How far do you agree or disagree with this proposal?**

									Response Percent	Response Total
<b>Statistics</b>	Minimum	1	Mean	3.63	Std. Deviation	1.51	Satisfaction Rate	52.58	answered	194
	Maximum	6	Variance	2.27	Std. Error	0.11			skipped	5

**Q13. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	38
1	Do it Now		
2	householders are already paying tax. Most people need a car to commute to shop, they shouldn't be punished again		
3	People do need to be able to park.		
4	see answer already given above		
5	The Vale should not be granting planning permission for development of properties within town centres if there is insufficient parking either onsite or locally.		
6	Why shouldn't residents benefit from a discount?		
7	I've just answered this question		
8	We've already had this question, same comments apply.		
9	N/a		
10	Parking in the center of Abingdon is severely limited - it should be encouraged that residents park legally, and free up more spaces in the immediate center of the town by parking in the designated car parks. Residents of Abingdon should be able to park in Abingdon, affordably, and reasonably simply - these car parks should have a rate that aligns to residents parking rates so that they can be used at times when the center is full.		
11	You seem to be duplicating questions		
12	Said why in earlier box!		

**Q13. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
13	Already answered earlier in survey		
14	Please provide information on what the full prices would be		
15	I very strongly disagree about this and will be actively campaigning against it. The criteria for a residential permit for this car park is already sufficient to ensure that only actual residents are able to get spaces and there is not enough on road parking to facilitate all the residents who use this car park. This will further punish those resident who have the on street permit but can't get spaces, by making them even less likely to get spaces! Additionally, residential parking permits in Abingdon are already considerably more expensive than elsewhere in Oxfordshire, including Oxford city centre itself.		
16	There are blocks of flats in the town centre that only have one parking space per flat. If this is removed, it may reduce the value of these properties.		
17	What's disgrace. These people have needed their permits. Why do this?		
18	I know that we should all be using cars less, but allowing one residents car park per household doesn't seem unreasonable. I understand there may need to be an increase in the cost of the permit and would be happy to pay an increase, but residents should not be priced out of parking their cars near their houses.		
19	This is unfair on residents. Removal of residents permits all together is going to lead to more illegal parking on double yellow lines, as is frequently seen outside Abbey Yard, for which there is no enforcement		
20	Totally against the spirit of the Public Service Act in victimising local residents. I am not an Abingdon town resident but this is unethical.		
21	Local residents should not be penalised for living within the town centre. Many are elderly and some disabled. This needs consideration in your proposal!		
22	Cars should be parked near their homes. If not allowed there will be more dangerous parking		
23	I live on Vineyard. I have no option but to park on another street or in a nearby car park. I choose to pay for a residents permit to park in the Audlett Drive car park, so that I am not adding to the existing on-street parking in nearby residential streets. I am happy to pay for such a permit provided the cost is moderate. Your proposal states that residents using car parks can be to the detriment of visitors. Your own report states the change in income will be negligible. Yet, the impact on residents will be substantial - an increase of £200-£300		

**Q13. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
	per year, perhaps more in some cases. You seem to prefer favouring visitors over residents for a negligible change in income. I believe your proposal will drive residents to park in other residential streets, adding to congestion, reducing safety and, quite possible, leading to an increase in pavement parking. I strongly disagree with this proposal.		
24	Why was there a discount in the first place?		
25	As comments above		
26	It is not reasonable to penalise people by withdrawing a facility that was present when they bought their houses		
27	again it is locals that uses shops in town and village centres and businesses are reducing so what is in place to support local and rural business - not enough due diligence		
28	You have allowed the building of residences without their own parking places, so you should at least allow a discount for parking close to their home.		
29	As previously mentioned		
30	I am not one to froth at the mouth usually but this is a really disgusting idea. My family live in in the centre of the town and have no parking available at our house. We have one car and have used the car park on West St Helen's Street for a decade. We value its position and safety. It can be busy but only really on Mondays and Saturdays. We do not at all begrudge the current cost or even a small increase but the proposed rise is truly criminal and anti-resident which seems rather to defeat the whole object. We both work (we are lucky) but our pay is frozen. I know lots of residents have moved into the area over the past decade and almost all have no private parking. I don't have tons of sympathy with those who whinge about a decrease in the retail value of their property as they are on the whole those who can best afford a rise! However, I have a lot of sympathy for those with young families who may be forced away. It would rip the essential vitality out of the town centre at a time when the community needs to come together. I think this is a giant own goal and quite frankly make visitors pay a bit more and residents pay a bit more but not to this outlandish and shameful and unjustifiable (I can see no justification) measure. Shame on those whose idea this was and nonsense if you can't understand the above. I don't usually froth, honest....		
31	I still don't understand the question		
32	There should be resident parking		
33	Strongly disagree - Residents with no parking available in town centre locations should have the ability to utilise car parks with permits offered at		

**Q13. If you have any comments on the above proposal, please provide them below:**

		<b>Response Percent</b>	<b>Response Total</b>
	a residents rate when street parking permits offered by the town council are not an option ie. no on street parking is available on the street. Another point is properties in the town with no on street parking available will suffer a large decrease in value as prospective buyers will not want to purchase with no resident parking scheme available period...		
34	We need to stop subsidising car ownership and use and instead encourage the use of public transport and active travel.		
35	See previous comment. A tax on the poorest residents. No warning has been give to those with Residents Permits. The information has been inaccessible. Permits are still being renewed with no mention of the proposals. Absolutely unfair that the council is willing to penalise those without parking. A huge impact on residents including pensioners and people on lower incomes.		
36	duplicate question		
37	This question seems identical to an earlier one - so my answer is the same ; This policy seems to ignore that in Abingdon Town Centre there is a well established residents parking scheme run by the County Council which I understand is self-financing and which charges residents of designated streets a sum in the order of £150 per annum for a patrolled parking space - whereas your proposals seem to want to abolish the ability of residents to purchase a permit in your car parks - at a sum of more than £150. Are the Abingdon town centre car parks running at capacity ? Do you really want to refuse a payment of say £200 per annum and have a space empty ? Surely selling a space is better than having an empty space ? Have you considered the possible changes in parking behaviour as a result of change working patterns - both of residents and town-centre workers ? It would have been helpful if you have published the evidence base behind your proposals (eg modelling and sensitivity analysis studies - as I am sure that you will have done such analysis.). What do the local councillors for the Abingdon Town Centre area think of these ideas ? I am sure they would have mentioned the existing well-used and successful OCC-run scheme - I am presuming they have been asked for their views - but perhaps not yet ?		
38	I am convinced that the abolition of the resident parking permit scheme would be scandalous, immoral, nonsensical and detrimental to Abingdon. First of all, I cannot see any reason to justify the measure. Is it coming about because the parkings are in deficit? Then my question is does a parking management scheme need to be self-financed? IN any case, there are other means to raise money than this proposal. Redirect other incomes towards the parking scheme or take away the two hours free parking for example. That is also a measure I would object to but it shows		

**Q13. If you have any comments on the above proposal, please provide them below:**

	Response Percent	Response Total
<p>there are options. You could also raise moderately the resident parking permits without scraping the scheme. Is it a measure to ease congestion? Then you should call the new prices a congestion charge on the residents, a new tax in effect. But can you prove that such a measure would decrease congestion in the centre of town? High price parking, just like parking removal, actually leads to increase car circulation by motorists in search of cheaper parking. Residents cannot be treated like workers or visitors to the town who could – if there was one – use a park and ride scheme. They need access to the car park and by exponentially increasing the cost of parking this proposal would in effect cut access to parking for many.</p> <p>Secondly, this measure is hitting the most modest of households and the ones who need it the most. The town has allowed for a great number of flats (1 to 2 bedrooms max) to be built in the centre of town over the last ten years, such as the flats on St Edmund's lane where there used to be a charitable organisation helping the elderly to gain IT skills. These accommodations rarely come with parking but their inhabitants have cars, families and limited resources. By removing the resident parking scheme, the council would add an additional financial burden on these families (including ) at a time when the economic crisis is going to cost many their jobs. I go back to a previous conclusion, many may be lose the ability to access parking altogether and even for those who would manage to pay the extra 400 to 500 pounds extra every year, it is not only their financial situation which would become more precarious/less comfortable. For those who own a property (without parking as is the case for most households in the old centre), the value of their house/flat is going to drop. For those who rent, they may decide to leave the centre altogether. For all families, this will be a call to question their residency in the centre of Abingdon. Increasing the price of parking will not make us all sell our cars. You need a car when you have young children. Buggy, bikes, balls, coats, school bags, baby; parents cannot carry them all, walk to Tesco and leave with the weekly shop as well! . , . On West St Helen's street, there are many young modest families living in flats. These families NEED reasonably priced parking. Or they will leave. I have always thought that what makes Abingdon so pleasant is its welcoming, family friendly aspect. This is a town that still has a kids clothes shop! (Hurray for this rare business). The town square attracts cyclists, punters and is – in non-Covid times- a great meeting spot for local young families. The money residents can spend on local coffee-shops and other non-essential business will be curtailed by the proposal to increase the cost of parking. I can see no justification to scrape the resident parking scheme except greed and short-sightedness on the part of the council. The timing of this new tax could not be worse when unemployment is just starting to explode. The residents hit will be old people, young families and in every</p>		

**Q13. If you have any comments on the above proposal, please provide them below:**

		Response Percent	Response Total
	case households of modest revenues. This will drag house and flats prices down. Where a reasonable justifiable basis cannot be found, I can only conclude that this proposal is a shameless exercise in using the car parks as cash machines for the council.		

## Anything else?

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

		Response Percent	Response Total
1	Open-Ended Question	100.00%	54
1	What about telling us how the costs of running the car parks is broken down? This was a request from the initial social media review/discussion. Two cabinet members committed to find and publish these!		
2	More disabled parking on street is required to meet the needs		
3	Focus on illegally parked vehicles throughout wantage. Need enforcement officers		
4	Repair and fully open The malthouse Car Park in the town centre.		
5	We need parking wardens or people will just illegally park!		
6	Residents permits should be available		
7	People ar present park anywhere knowing they we not be fined. No authority anywhere in wantage. Disgusting		
8	If people have to park in an electric bay it will be because there are no other bays available. You've got no business enforcing fines on people. We don't need electric bays. Waste if money.		
9	Just be realistic: cars are here to stay, there are more and more of them each year, it is senseless to bleat about cycle paths and alternative transport, it makes much more sense to make more car parking, to encourage shopping etc. Multi-storey car parks are pigging ugly, but very space-efficient. I would personally rather see them, than have acres of open land covered with a single layer of cars. Sainsbury in Newbury managed to do a rather neat upper storey of parking on their premises: not		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

		Response Percent	Response Total
	perfect, but it is now never too full to park, so I'd rather go there, than to somewhere like Abingdon (hideous horrible access, lack of parking).		
10	Would also strongly support the Vale taking control of all parking, including fining those who abandon on double yellow lines		
11	The removal of the free 2 hour parking window is going to have an effect on footfall in the town centre in an already economically difficult time for shop owners. Very few people only require one hour to complete their business or shopping in town and a charge of £1.50 for 2 hours will be offputting for many when they could alternatively go to shopping centres with free parking for a period of time.		
12	Will these proposals include funding for parking attendants in order to enforce the new rules? I haven't seen a parking attendant in Abingdon for a very long time...		
13	Best leave things as they are as it all works well.		
14	Electric car club vehicles should be introduced (with marked bays) across the authority's car parks, to encourage households who only need a car occasionally to reduce the number of owned vehicles.		
15	Please keep 2 hour free parking in Abingdon and improve provision of parking for residents who live near the centre. Alternatively provide regular (at least every 20 mins) bus services to Didcot, Harwell and other key places of work.		
16	Yes if your removing residents parking and reducing spaces in car parks to benefit electric vehicles please start Doing something about caravans and motorhomes illegally occupying car parks and other public spaces also stop giving council land to private clubs to park on the canoe club have no more right to park by the lock than anyone else and should not have privileges over other river users		
17	Where does the Council propose that residents who have no on-street parking actually park their vehicle?		
18	I genuinely am flabbergasted by the sheer ignorance and incompetency of whoever suggested this idea without considering both the short term and long term effects of this decision, as well as the little publicity and notification residents and those potentially affected by this consultation - I am resident and use WSHSCP and I found out via Facebook!  I very strongly disagree about this and will be actively campaigning against it.		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

		Response Percent	Response Total
	<p>The criteria for a residential permit for West Saint Helen Street car park is already very restrictive, and punishes residents for whom it is the closest car park yet can not get that permit</p> <p>There is not enough on road parking to facilitate all the residential users of either car park, and will be further punishing those resident who have the on street permit but can't get spaces, by making them even less likely to get spaces!</p> <p>Alternative car parks to WSHSCP are not viable as they are not on the one way system and would require residents to spend an extra 5-20 minutes to carry out routine tasks liking picking people up or dropping off shopping before parking, and would not be fair on those with children, the elderly or mobility issues.</p> <p>Additionally, residential parking permits in Abingdon are already considerably more expensive than elsewhere in Oxfordshire, including Oxford city centre itself. This is including on street permits as well, whose holders would also be unilaterally affected by the proposed changes.</p> <p>Indeed, Vale of White Horse should be proposing measures that will allow it to LOWER the cost of both car park and on street residential permits, and how to INCREASE the amount of spaces in the car parks for residents to park on (as they are currently not insured a space, often can't park and have to pay out of pocket to park in another car park in that case!)</p> <p>Suggestions would include making the multi storey car park 24h and not closing of levels!</p>		
19	Please keep 2 hour free parking. Abingdon will be dead if it is stopped. Witney has three hour space free and it has massively helped especially around the Waitrose development there. I certainly would be very unlikely to ship in Abingdon if this was removed		
20	It's a cash cow. Run by amateurs to the detriment of the community.		
21	I wish that you had advertised the proposal to provide charge points for electric cars more widely. I have just replaced my car but didn't feel able to get a plug in hybrid because there was no where to charge it. If I had known that OL would be an option locally I would have made a different decision.		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

		Response Percent	Response Total
22	Start changing the car parking in the town and the town will become even more of a ghost town as it is now. I've rarely had an issue parking in town this clearly shows not as many people are coming into town. Sort the availability of shops in the town and then look at the parking. Without a thriving town there is no need to look at the car parking.		
23	Removing residents permits is unfair. Recently, the car parks have been nearly empty, so the only income is coming from residents permits. Removal of these will lead to illegal parking on double yellow lines etc.		
24	Please keep the two hour free parking.		
25	The town is dying. More properties are likely to have to turn to residential to keep it from turning into a ghetto but people will be reluctant to move there if reasonable priced parking is removed. The council needs to look at a joined up, bigger plan for the town and not chisel away at the infrastructure. Plan what should happen in the town and then look at parking. No collaboration once again :( This survey should have been sent to all homes in or around Abingdon. I found this within the depths of a Facebook page with many local residents not knowing it existed. Again this is unethical and a council perhaps acting by stealth to impose legislation on there unsuspecting residents. Please be more open and transparent.		
26	Whatever is decided you need to consider that car owners may not park in car parks if it becomes more expensive to park in designated car parks. It is already a big problem for people living in Wilsham Road. We had a car permanently parked in front of our house , because the owner living in the Goal complex could not park his car there!		
27	Many of the statements in these proposals are very confusing. They refer to charging without specifying it is for charging time for car parking payment or for electric charging. All the documents should be updated, as they could be challenged in the Courts.		
28	This is very woolly and no actual figures or percentages to enable a totally informed consultation. Need figures re no. of spaces, lost or gained with providing electric charging spaces and losing car park for vans and coach. Also no figures re financial implications re removing residents permits		
29	A requirement on developers (redeveloping commercial premises to flats) to advertise that there are *no* parking spaces for such flats, and to stop the advertisement of council parks as alternatives?		
30	Hopefully I put my comments in the correct section above, the questions appeared to repeat identically.		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

		<b>Response Percent</b>	<b>Response Total</b>
	<p>For those of us in the town centre residents scheme, the lack of spaces has been a long term bugbear. I spoke at committee a few years ago, speaking against planning permission for new flats.</p> <p>My argument was even if new flats do not get parking permits, it was already the case that when you return from work, there are no residents spaces, so you are reliant on a public space. The committee i think did not get my point and the flats were approved. My prediction I think proved correct, in recent years there have regularly been no spaces at all, either on-street or in the car park.</p> <p>It is to the benefit of everyone in the town if people carry on living in the town centre, no-one wants to see it a wasteland of empty offices in the evening.</p> <p>No matter how pro public transport you are (and my family are very) many people still need a car for work or family reasons and a working residents scheme is essential. Without one everyone will drift out of town.</p> <p>Thanks.</p>		
31	<p>You haven't included questions on the removal of the 2 free hours. This needs to be considered and open to public comment. At present, 2 free hours attracts people to Abingdon to shop as it gets increasingly difficult to do so in Oxford. 2 hours is sufficient to take a child to the park, to do errands in the town or to have a coffee with a friend. 1 hour is not. By making this change now you will disincentive people from visiting Abingdon at a time when the economy of the town most needs your support - to change this longstanding arrangement now is perverse and should not go ahead.</p>		
32	<p>Change payment times to avoid school drop off and pick up. Particularly thinking of Faringdon where there is an issue with parking outside the school (Child safety issue and resident complaints etc) parents are required to use the car parks. There could be a pick up and drop off zone with a walking bus scheme or protected walkway for children to make there own way to the schools in a safe manner whilst maintaining a flow of traffic and avoiding parking issues at peak times. Make best use of the space to support schools and after school activities.</p>		
33	<p>Do not agree with one hour free parking and £1.50 for the second hour. One hour is insufficient for most visits. Agree with flat fee for first 2 hours - but not more than £1. Any more risks loss of trade and that would be a disaster in more ways than one. Discourage local trading and people will shop on-line. FAR WORSE for climate change.</p>		
34	<p>can we please attack the green agenda with actual measure to protect business through reducing carbon emissions etc</p>		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

		Response Percent	Response Total
35	Are you going to reset the size of parking spaces for conventional vehicles, as they have increased in size compared to the space provided. Drivers can be fined for parking outside the white lines, some vehicles are larger than the space provided when trying to open the doors to get out of them.		
36	No		
37	We need more spaces for larger vehicles in Wantage		
38	This is a predominantly rural community, where many residents need to visit towns for shopping. By charging for parking, then you will contribute to the loss of shops in towns, create monopolies for the supermarkets and promote on line shopping. Towns with a variety of shops and people coming in to shop creates community spirit and a spirit of place. Without this, you create alienation and all the social diseases that accompany it.		
39	I think I have written what I have had to say. Please prove people wrong and LISTEN and CHANGE YOUR MIND. It would be a great fillip to people. Double the annual in four years (still a huge increase) but NO MORE and gain some goodwill for heaven's sake.		
40	Yes		
41	There needs to be parking permits for workers in towns. This will improve the off street parking problems especially to wantage. Parking charges of over £5 a day are too expensive and therefore people won't use the car parks. There should be additional spaces provided/ car park provided for people who work in the town or subsidised parking		
42	Yes discount for business and there employees		
43	I had hoped to see the provision of far more parking spaces and new car parks following the high number of houses being built in and around Wantage		
44	Open up the large carpark again for lorries and coaches. Why should they not have anywhere to park, you should be promoting trade and tourism !! Not shutting it out of Abingdon		
45	The removal of residents permits will no only devalue proprieties in the town centre but also add to further decline of the once vibrant market town - As a town centre resident we spend our money in town centre shops and try our best to support local businesses - Please support us to continue to do this...		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

		<b>Response Percent</b>	<b>Response Total</b>
46	As I understand, there are no traffic officers in Oxfordshire so I am not sure how these new rules would be enforced if they came into effect.		
47	I disagree with the retention of the two hour free period in the central car parks. This encourages people to use their cars for multiple short journeys, adding to pollution and congestion in the town, and this goes against the Council's requirement to act on the Climate Change Emergency and the Air Quality problems in Abingdon and other market towns. Having a charge would encourage people to walk or cycle, and data shows that people walking and cycling to the shops visit more frequently and spend more in total. (Living Streets, TfL)		
48	Leave well alone.		
49	I think that providing free car parking is scandalous. We are in a climate emergency and should be doing everything possible to cut carbon emissions. Parking costs should be at least as much as local bus fares. If the priority is to encourage visitors to spend time and money in market towns perhaps you should charge a large fee for the first hour and then less for each subsequent hour? Give incentives for use of public transport and active travel.		
50	No		
51	Anything that discourages people from parking in a responsible manner is very short sighted. VoWH Council should be looking to encourage footfall in town centres. Free short stay.		
52	Abingdon Town Council requests the Vale of the White Horse District Council takes the following points into account when revising its car parking policy in early 2021:  Parking Permits and Car Park Tariffs  <ul style="list-style-type: none"> <li>• People's work-patterns have changed considerably during the current Covid19 pandemic and these changes are likely to be long-lasting. Whereas previously many people left their homes in the morning and travelled to their place of work and returned in the evening which resulted in a net out-flow of residents from our town centres, and a net in-flow of workers into the towns, the practice of home-based working has become much more common. It is likely that the practice of home-based working is likely to continue in the future - perhaps for 2 to 3 days a week. We consequently suggest that the Vale's system of car park permits needs to reflect this - many workers are likely to only need to park in the Council's</li> </ul>		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

	Response Percent	Response Total
<p>car parks a few days a week and similarly residents are likely to want to/need to leave their cars in the Council's car parks for a few days a week. Therefore, there may be a need for flexible part-week permits. This change in usage will affect both the use of the District Council's car parks and the town centre resident's car parking scheme which Abingdon Town Council administers on behalf of Oxfordshire County Council. Historically the cost of the permits that residents paid in the two schemes was broadly similar: OCC scheme £150/year, Vale scheme £287/year. We are concerned to note that it is proposed to increase the Vale's fee to £429/year in 2021 and to progressively increase the cost of the residential permits until they are the same as the non-residents fee (currently £857/year). We suggest that having a great disparity in costs (£150 : £857) between the two schemes will cause much confusion and concern, and would ask the Vale to reconsider its decision to phase out resident's permits in the Abingdon town centre car parks.</p> <ul style="list-style-type: none"> <li>• Whilst reviewing the proposed changes in car park tariffs we were struck by the difference in costs being charged in the three Vale Towns - for example in 2021 it is proposed that ""over 6 hours"" parking will cost £5.70 in Abingdon, £4.20 in Wantage, and £3.20 in Faringdon. Whilst we appreciate that this difference is historic, we suggest that now may be the time to consider to start to make the charges more uniform across the District, particularly as the demographic characteristics of the Vale's population are changing.</li> </ul> <p>Rye Farm Car Park, Abingdon</p> <ul style="list-style-type: none"> <li>• The Town Council has reservations about the removal of lorry parking in Rye Farm Car Park as this facility stops a high volume of larger vehicles travelling through the town centre unnecessarily.</li> </ul> <p>Electric Vehicles</p> <p>The Town Council also has two points to make regarding the proposals in relation to electric vehicles and their charging:</p> <ul style="list-style-type: none"> <li>• ""leaving an electric vehicle in the bay when it is not charging"". Clearly that includes an electric car plugged in without any attempt to charge, but what if the car has been charging but has subsequently stopped, for whatever reason? This, for example, could be a fault or the car might have reached a preset charging limit, 100% or otherwise. Is the owner expected, somehow, to monitor this and move the car once charging has finished?</li> </ul>		

**Q14. Do you have any additional comments on the revoking of the 2011 order or the 2012 order, and the proposals relating to the two 2021 orders, that you would like us to consider as part of the proposals to changes to off-street parking in the Vale of White Horse?**

	Response Percent	Response Total
<p>• Re the provision of said charging bays with chargers, are both AC charging points and DC chargers to be provided? In the case of the AC provision, certainly here in Abingdon, it is suggested to use a different company than the Polar chargers at Waitrose. This, to give owners more choice. One such company is Pod Point, who are used by Tesco, though there are two such installed at Tesco, Marcham Road.</p> <p>A well-respected DC, rapid, charger provider is Instavolt though, again, there are two such installed at Frilford, at the Frilford Service station.</p> <p>As a matter of principle, if it is the Vale's intention to cater more for residents who do not have a home charging point, and will thus want to park and charge overnight, then the emphasis should be on AC charging points, most preferably rated at about 7kW, owners being expected to use their own leads unlike, by definition, the DC chargers which have their own (thick) leads.</p> <p>Additional Comments / Suggestions</p> <p>• Whilst not directly related to the consultation proposals, the Town council also suggests that cycle racks are installed in a number of VWH car parks:</p> <ul style="list-style-type: none"> <li>o Rye Farm,</li> <li>o Abbey Close,</li> <li>o Cattle Market,</li> <li>o West St Helen Street.</li> </ul> <p>The racks need to be secure, weatherproof and placed in convenient locations. There also needs to be provision for motorcycles to try to limit the number of full-size parking spaces they need to use.</p>		
53		<p>1) I am unsure why you seemed to ask the same questions twice ?</p> <p>2) have you sent a copy of this survey to the existing holders of car park permits as I suspect they are a large source of you income ? If not, why not ? (Relying people to find the survey on your web site is a bit random).</p>
54		<p>Only the comments I have made in my previous answers.</p>

## General car park suggestions

**Q15. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.**

		<b>Response Percent</b>	<b>Response Total</b>
1	Open-Ended Question	100.00%	72
1	Cars have got bigger but parking spaces are not big enough, we need room to get in and out our cars.		
2	I consider the parking in the district to be much better than many other areas in the country.		
3	Keep free parking		
4	See previous comment. Is Saba part of the 5 councils debacle? Will they get a cut of the fines? More transparency, isn't that what you promised?		
5	Keep the 2 hour free parking.		
6	Parking should not be free for first 2 hours. 50p for first 2 hours is minimal but will raise revenue. Council staff should not be allowed to use the Abbey Close car parks all day thus blocking use for shoppers and visitors		
7	Please review all height restricted car parks as these are inaccessible to disabled people who require taller vehicles to accommodate large wheelchairs.		
8	Forget this and focus on general illegally parked vehicles.		
9	Make use of flood plain land for out of town/park & ride type arrangement near Rye Farm area. New, larger multistorey car park in town centre or park & ride area as above.		
10	More free car parking close to town centres to encourage shoppers to shop in town rather than out of town or on line.		
11	Prevent the use of the Council/Waitrose car park as a rat run from Radley Road/Audlett Drive to the town Centre.		
12	It's good to see the council considering chargepoints for EVs. Please don't go for token gestures. Futureproof the area by looking to introduce significant numbers, particularly in town centre where people may not have access to home charging or where people are leaving cars for more than an hour.		
13	Wantage is in desperate need of electric vehicle charging points. Please install them ASAP please		
14	More car parking is necessary within Wantage Town Centre, as well as on street illegal parking needing enforcement. The Vale's proposals will deter visitors from staying in the town for longer than two hours. This will have a detrimental effect on local businesses. Who is making money out of these new policies I wonder.		

**Q15. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.**

		Response Percent	Response Total
15	It needs to be made clearer that DISABLED BADGE OWNERS do not need to also get a free parking ticket from the machine. The signs in the car parks do not make it clear that DISABLED BADGE HOLDERS ONLY NEED TO DISPLAY THEIR BADGE. The signs are misleading and confusing at this current time. Also, due to larger family vehicles (suv and bigger) the parking bays themselves need to be wider. I recently parked my car in cattle market and couldn't get out of my car because the parking spaces themselves are too small. I had to climb over to the passenger seat to get out and then when I got back to the car couldn't get in or out at all it was a farse.		
16	The 2hour free parking has been fabulous at bringing people into Wantage and Abingdon for shopping, I feel it was a great decision.		
17	Wantage needs more parking with better access. The population of the town has grown significantly but the parking hasn't.  The two hours free parking is much appreciated and supports our market towns at this difficult time.		
18	Make the bays wider. They're not marked appropriately for the size of today's cars.		
19	It seem to me that your trying to give free electric charging to some road users and penalising others and making them pay for it by charging on Sundays. Many of the car parks are used on Sundays for Church attendees who do not have anywhere else to park. As the land that they originally owned was given or swallowed by previous councils over many years. Surely it would be unconscionable to see the very rug pulled as it were from the generosity of the congregations that gave for the better good. My bottom line is - <b>KEEP SUNDAY PARKING FREE</b>		
20	You may feel this is irrelevant, but we really need traffic wardens to get the cars parked illegally off the streets, and into the car parks. Please take this into account in any proposal which includes estimates of cars using any specific car park: the number of vehicle might be increased by 25-50% if on-street parking were properly enforced.		
21	Speedier ticket machines. Have several times stood at a machine for what felt like a minute facing ""please wait"" before a ticket appears		
22	Add ANPR in place of ticketing in main car parks, saves need for ticket for free 2 hours		

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		Response Percent	Response Total
23	Parking in Abingdon, split between residents permits for some streets managed by the Town Council, via Oxfordshire County Council and the South and Vale is confusing, convoluted and poorly managed. Parking management should be aligned and managed the same across the town - if this cannot be done by one body the terms and conditions of parking should be aligned. Consistent application of enforcement measures should also be seen across the town.		
24	Reinstate the lay by in front of Barclays in Abingdon for local people to load, drop off, collect takeaways etc, there is already plenty of space for taxis		
25	Leave as things are now.		
26	Awful for people like me who are with . We are helping the people of Abingdon but often have to move a car after 2 hours (we do 4 hour shifts) otherwise we incur charges. A few allocated spaces for local charities would be good and easy to administer with a special badge that lets them be used on a first come first served basis.		
27	Consider taxi ranks, taxis seem to think they can park anywhere including partly on pathways. Its ruining our town		
28	Permits for parking in town car parks all day should be available, such as for workers of local shops and businesses which don't have their own parking.		
29	Make the places safer for people to use at night		
30	As per earlier in the survey, and as a general theme with the councils services, there is a massive over supply of disabled facility at the cost of family / parent and child parking.		
31	Work with OCC / Police to achieve greater enforcement of inappropriate on street parking.		
32	Decrease the cost of on street and car park residential permits. Increase the amount of spaces on all Abingdon Car parks. Consider building a new car park or turning an existing one into another multi storey. Make the multi storey car park 24hr and stop shutting off levels. Include East Saint Helen Street in those able to apply for a residential permit for West Saint Helen Street Car Park. Publicise this consultation and questionnaire more as it would affect all of the residents who live in Abingdon Town Centre - a resident who uses WSHSCP shouldn't have to find out via Facebook!		

**Q15. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.**

		Response Percent	Response Total
33	In the current climate it is my belief the 2hr free parking should stay with more enforcement of those that abuse the system		
34	The multi storey car park - the spaces are too small for modern vehicles. It is also dark and gloomy.		
35	could you provide parent//toddler bays in Civic or Cattle market car parks		
36	I like the free 2 hours		
37	NO		
38	Covered motorbike parking would be really helpful.		
39	please consider allocated bays for season ticket permit holders, or alternatively make the ticket valid over a number of car parks. I have to use a car for my work OCC CEF based in Abbey House despite having a season ticket it is regularly impossible to find a space.		
40	Provide motorcycle parking bays with a ground anchor.		
41	Continue to offer residents permits to car parks!		
42	It takes such a long time for the Cattle market machine to issue tickets. Does it need servicing?		
43	Why focus on this when you could be issuing tickets to anything on a double yellow. Like all the delivery cars that clog the streets parked on curbs and blocking roads. This is a hazard and should be a concern, not removing residents permits. If the council is short fine, I'm sure tickets for those cars would help.		
44	Continue to provide the two hours free parking. This encourages people to come into the town to go to restaurants, museums, the abbey gardens and to shop.		
45	<p>The parking is good as it is. Add a few electric spaces (until self charging vehicles) fill this void. Reasonably raise the 2+ hours prices. Hire a traffic warden to patrol town and you would raise a fortune in revenue - It's a free for all on the streets at the moment.</p> <p>Rather than chisel away at the already eroding infrastructure, focus on how to improve the town and raise money through business rates by encouraging the right type of business. Create a vision. Towns need to find their own niche - allow eating out venues to spill out into the centre with more outside (covered - pergola style) eating, promote the historical interest of the town, find a niche - for example becoming a centre for antique shops to attract visitors - give the chosen theme of business a rates holiday to attract them in.</p>		

**Q15. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.**

		Response Percent	Response Total
	Have a plan! Collaborate. Then think about infrastructure.		
46	As I mentioned before, consider a Park&Ride by Abingdon ring road. I know people park in or road whom either work in Abingdon Centre or commute on to Oxford and beyond. With more houses built in the area this is going to increase creating a horrible living environment for Local residents living close to the centre.		
47	Enforcement of double yellow line parking in town centre of Abingdon.		
48	The Charter Car Park is a disgrace. Plans were made a few years ago for it to be improved - they should be revived and implemented.		
49	Please continue with 2 hrs free, good initiative. If installing charging points, useful to have a range of operators as people have different accounts with different providers		
50	Carpark bays are too narrow. Id prefer a small carpark charge £1 for 2hours than my council tax to go up.		
51	Parking on double yellow lines in Faringdon, more penalties need to be given.		
52	It is critical that you retain the 2 hour free parking slot, do not reduce it. This makes visiting the Vale attractive to people and brings in much needed trade for our market towns. To remove this now is counter intuitive when you as a council need to be working as hard as you can to support the local economy, not against it. Any tiny change that removes even a handful of visits might be enough to tip small shops into closing or laying off staff after the appalling year for trade they have just suffered.		
53	Avoid having to get a ticket for first 2 hours install a vision system instead. Make more use of the space for generation of sustainable energy - solar panel roofs, community ground source heat pumps, wind turbines, recycling bays, motion detection LED lighting to reduce light pollution and energy, install permeable surfaces to reduce flood risks, Have a fast moving zone for people who are just staying for <10-15 minutes. Provide a service for schools drop off and pick up. Go for quality not quantity - Waitrose spacings to allow for the trend in SUV's Install car detection and indicate available spaces on entry		

**Q15. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.**

		Response Percent	Response Total
54	<p>Introduce clear instructions about how to park when the ticket machines are not working.</p> <p>At present it is not at all clear what we should do when the ticket machines are faulty.</p> <p>On more than one occasion the machines in Abbey Gardens have issued blank tickets</p>		
55	<p>Increase the size of parking spaces to allow for the modern sized vehicle, or at least give a similar type of space as the Mother and Child space. It might reduce the amount of damage done to cars by drivers opening doors against other cars.</p> <p>The picture above this page has plenty of room between cars and I would like to know where that car park is?</p>		
56	Provide payment by App not by text. Retain 2 hours free parking.		
57	Make them free (see my earlier comment).		
58	Car parks are not enforced enough already, so that might be the place to start		
59	Scrap the free parking. Make people pay on Sunday if you really need more income. BUT ONLY IF YOU LIMIT THE INCREASE FOR RESIDENTS.		
60	Start enforcement for illegal parking		
61	Could you please chat to the folks who organise the Oxford hospitals car parks to put a bit less effort into signs warning about covid and a bit more effort into fixing the fact that every single individual needs to press buttons and handle cash to access covid screening there? Thanks		
62	See my comments to question 14. Please do more for the workers in the town.		
63	Enlarge car parking introduce permits , special prices for people who work in the town		
64	Insufficient spaces or parking in Wantage which is where I have knowledge of. It does put people off coming to the town especially on particularly busy days. This comment is for normal non Covid19 times. If builders want planning permission they should be made to provide money towards cost of land for car parking locally. Lack of local rural bus services mean that people do still need to use their cars to get into town		

**Q15. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.**

		<b>Response Percent</b>	<b>Response Total</b>
65	Open up the large carPark for lorries and coaches, so you can promote trade and tourism in Abingdon		
66	To have a more up to date paying machines and more pay by mobile options.		
67	The multi storey needs pulling down. It is not fit for purpose. The spaces are too small for modern cars.		
68	Provide fewer and more expensive car parking places. Provide more cycle parking spaces, including spaces for cycle trailers and tricycles. Provide covered cycle shelters. Provide secure cycle storage pods for residents. Incentivise public transport and active travel not car travel. Have designated car parking spaces for electric car-club cars and vans.		
69	Keep Residents Permits at a reasonable price.		
70	Ticketing people for using the car parks when there is no penalty for parking illegally on the street is counter-productive. Please liaise with ALL authorities and town council to get community buy-in to solutions that actually work.		
71	1) Publicise surveys like this more widely in future - putting up legal notices beneath the pay-and-display machines is not really active promotion of the survey. 2) Use the car parks to publicise events in the local area/news from the council - eg a few notice boards in each car park		
72	The current car park service is good.		

## And finally...

**Q16. How did you hear about this consultation? Tick all that apply.**

			<b>Response Percent</b>	<b>Response Total</b>
1	Council website		3.08%	6
2	Email		5.13%	10
3	Facebook		74.36%	145

**Q16. How did you hear about this consultation? Tick all that apply.**

							<b>Response Percent</b>	<b>Response Total</b>
4	Read it in the newspaper (online or hard-copy)						1.54%	3
5	Twitter						7.69%	15
6	Via Town or Parish Council						4.62%	9
7	Word of mouth						5.64%	11
8	Other (please specify):						4.62%	9
<b>Statistics</b>	Minimum	1	Mean	3.61	Std. Deviation	1.55	answered	195
	Maximum	8	Variance	2.41	Std. Error	0.11		

**Other (please specify): (9)**

- 1 Wife from Twitter
- 2 NextDoor app
- 3 Abingdon blog
- 4 WaGCG newsletter.
- 5 Wantage & Grove Campaign Group
- 6 WaGcG
- 7 Car park notice
- 8 I was emailed to tell me that Residents Permits are no longer available. Surely this is illegal as it is at the proposal stage?
- 9 chance - saw one of your legal notices in the parks and read it (with some difficulty in the dark) to find out you were proposing changes. I do not regularly look at your website nor do twitter/facebook

**END**