

Publication version



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

CONSULTATION REPORT

A review of the feedback on the proposed changes to off-street parking in Vale of White Horse, to help determine the two new parking Orders and how the council operates its car parks across the district. The new Orders, along with this report and the appendix, are published on our website on the [parking policy page](#).

MARCH 2021

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The appendix is available to view in a separate document on our website on the [parking policy page](#):

APPENDIX – SURVEY AND FULL RESULTS

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

To note: We don't report in percentages when there are less than 100 comments. We do state percentages in the analysis when there are 100 or over comments within a specific question. The stated percentages do not relate to the overall survey responses.

Response percentages may not add up to 100 percent due to rounding up over 0.5 and rounding down under 0.5

In the Q&A sections, words that appear in black italics are quotes taken from comments received, spelling is verbatim and stands uncorrected. Blue italics are officer responses.

SUMMARY

This report has been produced by council officers to analyse the results of the consultation survey for the proposed changes to off-street parking in Vale of White Horse. The survey was designed to help determine the two new parking Orders and how the council operates its car parks across the district.

The consultation ran for 21 days from 29 October to 19 November 2020. We received 199 responses via the online survey, showing a high level of public engagement for this type of consultation. There were approximately 600 individual comments and questions from responders. The response has far exceeded what we were expecting, providing very strong data for us to use.

Alongside the online survey, the council also sought comments from statutory consultees such as the highways authority, police and town and parish councils and these have been considered separately. The statutory consultees in general support the draft Orders apart from the Road Haulage Association who object to the removal of the parking for commercial vehicles in Rye Farm car park, Abingdon. Oxfordshire County Council has given consent to the new Orders. A table of the comments received from statutory consultees is included at the end of this report.

The consultation survey included 16 questions and asked respondents to tell us how much they agree or disagree with each of the proposed changes which will form part of two new parking orders:

- Order No. 1 covers off-street parking in Vale of White Horse
- Order No. 2 covers off-street parking in Rye Farm and Hales Meadow (these car parks sit outside the district but are run by Vale of White Horse).

Respondents were also given the opportunity to provide comments on each proposal, as well as additional comments on the two orders and general suggestions to improve car park service with our contractor SABA.

All comments are summarised individually for analysis purposes and questions raised in the responses have been answered in this report by the Technical Services Manager.

A summary of the findings is collated in this report and will be used to report to councillors for them to make a final decision on the Car Park Orders at Cabinet, scheduled to take place in early 2021. Subject to approval of the Orders, we will publish the new Car Park Orders and this consultation report on our website on the [parking policy page](#).

Summary of key findings

- There were 199 responses to the online survey. The majority of responses (98%) came from members of the public and there were also single replies from an organisation, one councillor and one council officer.

ORDER NO.1

Changes being proposed to off-street parking in Vale of White Horse.

- A large majority (78%) agreed with the proposal for enforcement for non-electric vehicles parked in spaces reserved for electric vehicles; a similar number, 75%, agreed with the proposal for enforcement for electric vehicles parked in spaces but not for the purpose of charging. Many comments were made around two main areas: respondents wanted to know what would happen if an EV had finished charging before the owner returned (they would then be in an EV bay but not charging), and respondents were not in agreement with the proposal and said they did not want EV-only bays.
- Nearly half of respondents, 47%, disagreed with the proposal to phase the removal of the discount on resident permits over a four-year period from 2020 to 2024. The most frequently mentioned comment focused on the general disagreement with this proposal, mainly due to the negative impact it will have on residents who require permits.

ORDER NO.2

Changes 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.

- The majority of respondents, 58%, strongly agree or agree with the proposal to formalise the parking for larger vehicles including market trader vans and one coach, in Hales Meadow car park. The most frequently mentioned comments were in agreement in general with the proposal.
- Just over half of respondents, 55%, agree with the proposal 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. The most frequently mentioned comments didn't agree with the proposal and preferred to keep large vehicle parking or find alternative parking for larger vehicles.
- 75% agreed to both parts of the proposal to introduce spaces (bays) reserved for electric vehicles whilst charging, and enforcement for unauthorised parking in those spaces in respect of non-electric vehicles parked in those spaces and electric vehicles parked in those spaces but not for the purpose of charging. The most frequently mentioned comment concerned what happens when charging an EV was complete, drivers shouldn't at this point be penalised if they hadn't returned to their cars.
- Nearly half of respondents, 46%, disagree with the proposal to phase the removal of the discount on resident permits over a four-year period from 2020 to 2024. The three most frequently mentioned comments were overall disagreement with this proposal, this proposal will have a negative impact on residents, and that parking spaces need to be available for residents to use.
- Other comments made relating to the consultation cited the need for more resident parking to be provided, additional parking is needed especially near town centres where no off-street parking is available, for disabled vehicles and in new housing developments and respondents felt the car parking proposals in general would have a negative impact on town trade and leisure.

- In general car parking suggestions, the most frequently mentioned comment was that there needs to be improved enforcement for cars parked illegally, followed by the view to keep free parking – the 2 hour free parking and Sunday parking were mentioned.

WHAT HAS HAPPENED AS A RESULT OF THIS FEEDBACK

Thank you to all those who took the time to respond and make comments as these have been extremely useful in helping the district council to determine the details of the new car parking Orders.

The findings in collated in this report and the responses from statutory consultees was used to provide information to councillors for them to make a final decision on both of the Car Park Orders.

The Cabinet at Vale of White Horse District Council met on 5 February 2021 to discuss the feedback from statutory consultees and the public consultation and considered changes to the Orders.

1. The results from the public consultation showed there is general support for nearly all proposals, the exception was the phasing out of the residents permits and bringing them in line with the cost of general parking permits.

Vale Cabinet therefore considered the following options:

OPTION A (increase to 75 per cent of permit)

- to increase to a level that is 75 per cent of the current non-resident permit (rather than the original proposal of 100 per cent). This means that the cost of an annual residents permit for Limborough Road car park for example, would increase to £411 over the next three years.

OPTION B (ten per cent increase each year)

- to increase by ten per cent each year until 2023. This would mean that the cost of an annual residents permit for Limborough Road car park for example, would increase from £232 in December 2020 to £308 from 1 December 2023.
2. An alternative would be to increase the residents permits to the same price as the non-residents permits but over a longer timescale, for example eight years rather than four. This option is less favourable given the length of time and the administrative changes required each year. It is also difficult to anticipate the impact on car park usage that other changes that may occur over such a long timescale such as a move towards the use of car clubs and car sharing and what the council may wish to consider to improve uptake for local residents.

These are the amendments to the Orders agreed by Cabinet:

Reducing vehicle emissions

In Abingdon, lorries will no longer be able to park in Rye Farm car park and specific spaces will be allocated for a coach and campervans in Hales Meadow car park. This move to free up more spaces in Rye Farm for smaller vehicles, should encourage people visiting from the A415 to park here on the edge of town rather than joining the traffic in the town centre, helping to reduce congestion and improve air quality.

Encouraging electric vehicle use

The Vale is currently working with Oxfordshire County Council with a view to introduce electric vehicle charging bays in some district council car parks. If this happens then, under the new policy, parking enforcement officers will have new powers to fine motorists who park non-electric vehicles in electric charging bays, or who leave an electric vehicle parked in a charging bay when it's not charging.

Tackling the car parks deficit

The Vale's car parks, in Abingdon, Faringdon and Wantage, collectively cost more than £700,000 a year to run. Once the income from parking fees has been taken into account, there is an average shortfall of over £300,000 a year, which is currently subsidised by council tax.

To help address this deficit, Cabinet agreed that the price of resident permits, which provide significant discounts on daily parking rates, would need to go up by ten per cent each year until 2023. This decision was taken after carefully considering feedback from the public and taking the potential impact on individual residents and families into account. Members rejected options to implement a price increase of up to 100 per cent, in favour of a ten per cent increase per year over the next three years.

Following approval of Cabinet, we will publish the new Car Park Order and this consultation report with the appendix on our website on the [parking policy page](#).

BACKGROUND

Last August the council's Cabinet agreed to a number of options which would go on to form part of the new parking Orders 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.

When we began this consultation, we were proposing 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 were also considering phasing 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 were 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.

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.

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

The proposals in the consultation are based on the report and decision by Cabinet last summer. You can view the options that were considered at Cabinet in the [Cabinet report under 'item 17' on our website](#).

ENGAGEMENT METHODOLOGY

A summary of the engagement and reporting methodology is below.

- To help publicise the consultation and encourage wide participation from the public, businesses and all those who use the council's car parks in the district, the communications team updated the council website to explain why we were doing a consultation and provide a link to the survey
- They also helped promote the survey via a press release to local media and promoted it through social media (Twitter and Facebook)
- District councillors, town and parish councils were also informed;
- Public notices were displayed on or near payment machines at all council owned car parks in the district;
- An online survey included 16 questions and offered participants the opportunity to tell us how much they agree with proposed changes to the car park fees and charges and also provide comments on each of the proposals; a copy of the survey is in the appendix;
- Statutory consultees were notified directly via email from John Backley, Technical Services Manager and the responses are being analysed separately from this report (results are included at the end of this report);
- The consultation ran for three weeks from 29 October to 19 November 2020;
- The online survey received 199 responses; 205 people looked at the survey but didn't answer all of the questions and submit the survey;
- There were approximately 600 individual comments and questions from responders; these have been summarised individually for analysis purposes and a summary of comments is in this report;
- Any personal information supplied to us within the comments that could identify anyone has been redacted and will not be shared or published in the report. Some spelling, grammatical and punctuation errors in the original comments were corrected in this report; a full list of uncorrected comments can be found in the appendix;
- Where questions were raised by survey respondents, officers have provided answers throughout the report;
- The consultation was carried out in conformity with our public engagement charter¹.

¹ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/about-the-council/get-in-touch/consultations/>





KEY FINDINGS – QUANTITATIVE AND QUALITATIVE DATA

The key quantitative and qualitative findings from the consultation are summarised below.

Respondents were not required to provide answers to all the questions. The survey asked how far participants agree or disagree with each of the proposals being put forward for the two new car park Orders.

Q1 Respondents were asked to tell us how they are responding to the survey.

Out of a total of 199 responses, 98% of survey respondents (192) responded as an individual or member of the public. There were also single replies from a business / organisation, one councillor and one council officer.

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
			answered	195
			skipped	4

ORDER NO.1

Changes being proposed to off-street parking in *Vale of White Horse*.

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 Respondents were asked how far they agree or disagree with this proposal.

Currently, we don't have any electric vehicle bays.



A large majority (78%) strongly agreed or agreed with the proposal for enforcement for non-electric vehicles parked in spaces reserved for electric vehicles while charging, while 18% disagree or strongly disagree.

A similar number, 75%, strongly agreed or agreed with the proposal for enforcement for electric vehicles parked in spaces but not for the purpose of charging, while 18% disagree or strongly disagree.

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 vehicles parked in those spaces	46.2% (90)	31.3% (61)	4.1% (8)	6.2% (12)	11.3% (22)	1.0% (2)	195
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
						answered	195
						skipped	4

Matrix Charts

2.1. 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

2.1. i) enforcement for non-electric vehicles parked in those spaces								Response Percent	Response Total	
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	
Statistics	Minimum	1	Mean	2.08	Std. Deviation	1.39	Satisfaction Rate	21.64	answered	195
	Maximum	6	Variance	1.92	Std. Error	0.1				

2.2. 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	
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	
Statistics	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 Respondents were asked to provide comments on the proposal above.

This question received 55 responses, containing 84 individual comments and 4 questions. The most frequently mentioned comments were around two main areas. Receiving 13 overall comments: respondents wanted to know what would happen if an EV had finished charging before the owner returned (they would then be in an EV bay but not charging). 13 comments were also not in agreement with the proposal and respondents said they did not want EV-only bays. Following closely at 11 comments were remarks in favour of the proposal, with respondents agreeing that there should be enforcement for EV charging bays. 6 respondents thought anyone should be able to use EV bays if they weren't in use. Other comments are listed below.

Comments analysis summary and frequency:

13 what is outcome if EV charging completed before return of owner

- 13 don't agree with proposal: no EV-only bays
- 11 agree with proposal: enforcement for EV charging spaces
- 6 anyone can use EV bays if not in use
- 4 charging points essential for carbon reduction
- 4 start with small number EV spaces
- 4 balance needed across all types of parking bays
- 3 clear signage needed
- 3 cost to the general public
- 3 benefits wealthier people
- 2 offer EV rapid charging 40KW-plus
- 2 EV bays for parking only
- 2 have EV charging areas with room to manoeuvre
- 2 suggest time limit
- 2 has survey looked at need for charging points, number of spaces
- 1 EV charging needed in Wantage
- 1 EV bays for charging only
- 1 don't need EV bays in Faringdon
- 1 only visitors would benefit
- 1 will there be a cost for EV charging?
- 1 no EV charging in small car parks
- 1 use under-used disabled parking spaces for EV
- 1 consider cars that self-charge
- 1 enforcement not needed
- 1 use solar to power charging points

4 QUESTIONS

Q. What happens if car is fully charged?

A. Driver to move vehicle once fully charged. If a vehicle is parked in a space and is not connected to a charger then a penalty notice will apply.

Q. Please notify locals of the number of electric vehicle spaces, and whether there will be a cost to charge vehicles.

A. This is still to be agreed and will be published in a report on EV charging
www.parkandchargeoxfordshire.co.uk

Q. 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?

A. Coming soon! refer to report on park and charge when published

Q. 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?

A. Please refer to above report when published on EV take up in Oxfordshire. The enforcement of EV spaces will be carried out fairly and consistently and it is the vehicle that is observed not the person.







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 Respondents were asked how far they agree or disagree with this proposal.

Currently, new resident permits are no longer available to purchase, although space permitting, full price permits may be purchased.

Nearly half of respondents, 47%, disagreed or disagreed strongly with this proposal, 27% agreed or strongly agreed. 18% neither agreed nor disagreed and 8% answered with ‘don’t know’.

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
			answered	193
			skipped	6

Q5 Respondents were asked to provide comments on the above proposal.

This question received 50 responses covering 92 individual comments and 8 questions. The most frequently mentioned comment, from 35 respondents, focused on the general disagreement with this proposal, mainly due to the negative impact it will have on residents who require permits. Respondents mentioned that there is already a parking shortage coupled with increase in car usage (9 comments), and the town centre and new housing developments have limited parking spaces (7 comments). Other comments, all with 4 responses include: taxpayers should get discounted permit near their home, car park charges should align with resident parking rates, improved public transport is needed e.g. to science parks and cycle infrastructure, and this proposal will push more illegal parking onto the streets. Other comments are listed below.

Comments analysis summary and frequency:

- 35 disagree with proposal: it will have negative impact on residents requiring permits
- 9 Already have parking shortage and increased car usage
- 7 town centre and new housing has limited parking spaces
- 4 Taxpayers should get discounted permit near home
- 4 car park charges should align with resident parking rates
- 4 improve public transport eg to science parks and cycle infrastructure
- 4 Will push more illegal parking on to the streets
- 3 base charges on: car types (encourage newer cars), number of cars
- 3 Where is the evidence base behind this proposal
- 2 businesses to pay full amount
- 2 parking should support town centre business
- 2 Don't understand the question
- 2 request for information on pricing, discounts given
- 1 Clarify how to obtain permit when moving
- 1 suggest first permit is free/discounted, then buy extra
- 1 developers should provide more than one parking space
- 1 subsidised parking in conflict with green agenda
- 1 Abingdon permits more expensive than Oxford
- 1 consider parking needs for disabled residents
- 1 understand council need to make money
- 1 what are view of other local authorities?
- 1 doesn't affect me
- 1 provide free parking for EV
- 1 better signage and information in car parks (e.g. Undercroft)

8 QUESTIONS

Q. If new permits cannot be purchased, what happens when people move house?

A. They have to give up their permit if they move house.

Q. Why would you remove residents benefits?

A. The council is aiming to make the cost of parking permits consistent for both those that park all day for work in the town or who live close by.

Q. Where are residents supposed to park?

A. Permits will still be available but at the same cost as 'normal' parking permits and available to all.

Q. Please provide information on what the full price would be in future.

A. The proposal is the full price for residents will be the same as the current full price parking permit which is on the website. For example an annual permit for Charter car park, Abingdon, Monday to Saturday is from £857. Link below:

<https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/parking-roads-and-streets/parking/parking-permits-season-tickets/>

However, Cabinet is still to agree this and consider at the meeting on 5 February 2021.

Q. 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.

A. Yes for new residents. For existing resident permit holders, they can still buy parking permits, they would just be the same price as other parking permits.

Q. apart from the need to raise revenue what benefit would it bring to businesses?

A. Businesses are also able to purchase parking permits for their staff. It means that the price of permits for people coming to work in the towns or who live close by are the same.

Q. Are the Abingdon town centre car parks running at capacity ? We are due to publish usage data on the website of how full car parks are in early 2021.

Do you really want to refuse a payment of say £200 per annum and have a space empty ?

A. There is a waiting list for permits so we do not believe we will have empty spaces.

Q. 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 ?

A. All town councils were asked to feedback into this consultation. This is a district wide approach. The evidence is based on the disparity between getting a heavily subsidised parking permit (by the general tax payer) because of where you live. This compared to the reductions normally offered to other car park users who pay for their parking in advance in the form of a permit.

Q. 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?

A. No, there is nothing in the parking policy to say this.

Q. 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?

A. No, it is not aimed at congestion. It is to reduce disparity between residents and workers, both of which request regular parking and the Vale can offer this at a discount if paid in advance.







ORDER NO.2

Changes 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.

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 Respondents were asked how far they agree or disagree with this proposal.

The majority of respondents, 58%, strongly agree or agree with the proposal to formalise the parking for larger vehicles including market trader vans and one coach, in Hales Meadow car park. A large percentage, 24%, neither agree nor disagree or don't know (8%), while just 9% disagree or strongly disagree with the proposal.

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
			answered	192
			skipped	7

Q7 Respondents were asked to provide comments on the above proposal.

This question received 26 responses covering 31 individual comments and 3 questions. The most frequently mentioned was 7 responders in agreement in general with the proposal. There were 4 comments made about the proposal not being practical, mainly due to lack of space in this car park. The same number (4) suggested a more flexible use of the spaces for example, not limited just when markets are in town. 2 comments were received both about

the need for enforcement, and that camper vans should not be allowed to use this car park. Other comments are listed below with the full list of comments.

Comments analysis summary and frequency:

7	agree with the proposal in general
4	proposal not practical, not enough space
4	need more flexible use of spaces
3	don't use/no opinion
2	enforcement needed for parking and loading
2	camper vans / motorhomes should not be allowed
1	Abingdon parking 'horrible', need better one way system
1	prefer Hales Meadow to Rye Farm
1	more than one coach space to encourage town visitors
1	disagree with proposal, will push cars to town centre
1	sort Rye Farm flooding
1	safe car park for cars
1	keep 2 hours free parking in town
1	disabled spaces needed for river/sports access
1	want more residents parking in Rye Farm

3 QUESTIONS

Q. 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.

A. It is not a Vale car park that we can enforce so please contact the car park owner/operator.

Q. That car park isn't very big, will that give enough large spaces?

A. We will monitor usage and publish on the website.

Q. Why not make it more flexible instead of less? will those spaces be left empty when there is no market?







A. We try and find the right balance between offering extra wide spaces for large vehicles and 'normal' spaces for other vehicles. Offering flexibility on ground markings and signs is difficult to control and enforce. No, they can be used by camper vans or large transit vehicles.

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 Respondents were asked how far they agree or disagree with this proposal.

Just over half of respondents, 55%, agree or strongly agree with the proposal 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. 19% neither agree nor disagree, 18% disagree or strongly disagree and 7% said they don't know.

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
			answered	192
			skipped	7

Q9 If you have any comments on is the proposal, please provide them below.

Respondents were asked to provide comments on the following proposal:

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

This question received 40 responses covering 59 individual comments and 7 questions. 14 respondents don't agree with the proposal and prefer to keep large vehicle parking or find alternative parking for larger vehicles. 10 respondents agree with the proposal in general. 4 of respondents suggest removing the height restrictions, as they negatively impact disabled users and larger vehicles from using the car park, and the same number (4) asked where the evidence base is for this proposal. Comments also include the suggestion for the car park to be resurfaced (potholes, flooding) (3), to encourage cycling and walking: improve pedestrian and cycle paths eg into town (3) and to use any additional spaces for residents (3). Other comments are listed below.

Comments analysis summary and frequency:

- 14 don't agree with proposal (don't change/keep large vehicle parking or find alternative)
- 10 agree with the proposal in general
- 4 negative impact for disabled, van drivers: remove height restrictions

- 4 Where is the evidence base behind this proposal
- 3 car park needs to be resurfaced (potholes, flooding)
- 3 encourage cycling and walking: improve pedestrian and cycle paths eg into town
- 3 suggest using additional spaces for residents
- 2 use for coaches as more room than in Hales Meadow
- 2 enforcement needed eg travellers
- 2 Make bays available to all
- 2 Camper vans & mobile homes bring in tourism good for trade
- 2 more town centre parking needed
- 1 doesn't affect me
- 1 not noticed commercial side being used
- 1 Provide motorcycle only bays
- 1 Reduce commercial parking rather than removing
- 1 Introduce a park & ride service
- 1 Have a designate an area for travellers passing through
- 1 what benefits will local businesses get to replace lost parking?
- 1 charge less to park here rather than go to town centre

7 QUESTIONS

Q. Where are they to park instead?

A. There is formal parking for lorries at the Redbridge Park and Ride car park in Oxford and at the service station at the A34 Milton Interchange. Lorries can also use on-street parking by the Fairacres trading estate. All of these locations offer much easier access from the A34 unlike Rye Farm car park where you have to use the one way system around Abingdon town centre.

Q. 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?

A. See reply directly above.

Q. How many lorries are using this area?

A. None; it has been temporarily closed to lorries for at least 18 months.

Q. Can the flooding issue be rectified without my council tax going up.

A. Not easily. The proximity to the River Thames and the flood plain means that the car park will flood occasionally.

Q. 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.

A. Yes, agreed. It is currently used for an 'overflow' car park accessed via the main car park.

Q. what benefits are you offering for local business to replace the lost parking.

A. There is more parking for smaller vehicles.

Q. 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.

A. See reply above answering 'where to park instead'

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
- ii) electric vehicles parked in those spaces but not for the purpose of charging

Q10 Respondents were asked how far they agree or disagree with this proposal.

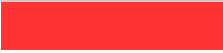




This proposal was supported by 75% who strongly agreed or agreed the proposal to introduce spaces (bays) reserved for electric vehicles whilst charging, and enforcement for unauthorised parking in those spaces in respect of non-electric vehicles parked in those spaces. 19% disagreed or strongly disagreed and 6% said they neither agreed nor disagreed.






For the second part of this proposal, 75% strongly agreed or agreed on enforcement for electric vehicles parked in those spaces but not for the purpose of charging, 18% disagreed or strongly disagreed and 7% said they neither agreed nor disagreed.

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?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Response Total
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
						answered	195
						skipped	4

Matrix Charts

10.1. 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
Statistics	Minimum	1	Mean	2.14	Std. Deviation	1.36	Satisfaction Rate	22.87	answered	195
	Maximum	5	Variance	1.86	Std. Error	0.1				

10.2. 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
Statistics	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 proposal, please provide them below.

Respondents were asked to provide comments on the following proposal:

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.

This question received 31 responses covering 40 individual comments and 3 questions. The most frequently mentioned comment raised by 7 respondents concerned what happens when charging an EV was complete, drivers shouldn't at this point be penalised if they hadn't returned to their cars. 6 respondents disagree with proposal: they don't think there should be EV only parking bays or the enforcement that goes with it. 4 respondents suggested adding more general parking bays, and the same number, 4, thought it would be okay to share EV bays with other vehicles. Other comments are listed below with the full list of comments.

Comments analysis summary and frequency:

- 7 what happens when charging complete, shouldn't then be penalised
- 6 disagree with proposal: no to EV parking bays, enforcement
- 4 Add more general parking bays
- 4 Share EV bays with other vehicles
- 3 Need more enforcement on illegal parking
- 3 agree with proposal in general: fines for non EV'S parked in EV bays
- 3 where is evidence base behind this proposal, need more information
- 2 Make bays bigger
- 2 Duplicate question already answered
- 1 Visual display of parking spaces to avoid congestion
- 1 Accidental parking in EV bays/ outcome is what?
- 1 Fast charging bays only/notification to owner when charging is complete
- 1 Owners responsibility to charge EV at home
- 1 At what cost? will council tax rise?
- 1 Negative impact on space for regular vehicles

3 QUESTIONS

Q. What about of they have finished charging?

A. They must move the vehicle once it has finished charging. The council is currently seeking the powers to enforce this via the new orders.

Q. 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.

A. More info about EV charging found here: www.parkandchargeoxfordshire.co.uk. This website will be updated once the EV charging points in South and vale are confirmed.







Q. 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

A. Unfortunately, enforcement is required for those people that park a non EV in an EV space reserved for these vehicles. We observe the vehicle not the driver. More info on EV charging points will be published here in the new year www.parkandchargeoxfordshire.co.uk.

Proposal (f) To phase the removal of the discount on resident permits over a four-year period from 2020 to 2024.

Q12 Respondents were asked how far they agree or disagree with this proposal.

Nearly half of respondents, 46%, disagree or strongly disagree with the proposal to phase the removal of the discount on resident permits over a four-year period from 2020 to 2024. 29% agree or strongly agree, 16% neither agree nor disagree and 8% said they don't know.

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
			answered	194
			skipped	5

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

Respondents were asked to provide comments on the following proposal:
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.

This question received 38 responses and 74 individual comments and 4 questions. The three most frequently mentioned comments, each with 17 responses, were overall disagreement with this proposal, this proposal will have a negative impact on residents, and that parking spaces need to be available for residents to use. 8 responders mentioned that the question had already been asked [this is probably in reference to Order No. 1 having a similar proposal]. 5 responders asked where the evidence for this proposal and thought there was either a lack of information or wondered why the consultation wasn't sent to current permit holders. Other comments are listed below with the full list of comments.

Comments analysis summary and frequency:

17 disagree with proposal

- 17 proposal will have negative impact on residents
- 17 Parking spaces need to be available for residents
- 8 Same question /confused/already answered
- 5 Where is evidence, lack of information/proposal not reaching everyone*
- 3 Could devalue property
- 2 agree with this proposal
- 2 more enforcement needed for illegal parking
- 1 Stop further development in town
- 1 this doesn't apply to me
- 1 More public transport/promote cycling/walking

QUESTIONS

Q. Please provide information on what the full prices would be.

A. Cost of parking permits is on the website: <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/parking-roads-and-streets/parking/car-parks/>

Q. Why was there a discount in the first place?

A. Unfortunately council records do not show who and when and why this decision which was made many years ago.

Q. Are the Abingdon town centre car parks running at capacity ?

A. Pre Covid, at some times of the day, yes.

Q. 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 ?

A. Please see replies to the same question relating to Order No. 1 (question 5 above)

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?... 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?

A. Please see replies to the same question relating to Order No. 1 (question 5 above)

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?

This question received 54 responses and 73 individual comments and 5 questions. The most frequently mentioned comment, by 12 responders, cited the need for more resident parking to be provided. The additional parking is needed especially near town centres where no off-street parking is available, for disabled vehicles and in new housing developments. 11 respondents felt the car parking proposals in general would have a negative impact on town trade and leisure. More enforcement would be required for illegally parked vehicles was mentioned by 8 respondents. 6 respondents said they want the council to be more open and transparent stating they thought these proposals should have been more visible especially for current permit holders and residents. 6 respondents want to keep the 2-hour free parking [even though this didn't form part of the consultation]. 4 respondents want no changes to be made to the current order 'leave as is', 4 want more permits to be provided especially for town workers and residents, and 4 want to see measures taken through the orders to reduce pollution and tackling the climate change eg encourage people to walk or cycle. Other comments are listed below.

Comments analysis summary and frequency:

- 12 provide more resident parking: near town centre, if no off-street parking, disabled, new housing
- 11 proposals will have negative impact on town trade and leisure
- 8 more enforcement needed on illegally parked vehicles
- 6 Be more open transparent: proposals should be more visible esp. current permit holders, residents
- 6 keep 2 hours free parking for short stay
- 4 No change wanted, leave as is
- 4 Provide more permits: for workers in town and for residents
- 4 reduce pollution/ tackle climate change: encourage people to walk or cycle, protect businesses
- 3 Use multi storey: 24 hours all levels, needs repair, open new parking/multi storey
- 2 Better public transport needed, eg incentives to use more
- 2 EV charging and parking spaces required
- 2 Bigger parking bays are needed
- 2 statements in proposals confusing: refer to charging or parking, need more information / figures
- 1 what are costs of running car parks (requested from Cabinet members on social media)
- 1 questions are repetitive (*officer note: probably due to Order No. 1 and Order No. 2 having repeats*)
- 1 EV bays not wanted
- 1 Abingdon resident permits already more than Oxford
- 1 just a way for council to make money
- 1 support school run parking: change payment times, encourage green transport/walking bus
- 1 open large car park for lorries and coaches

QUESTIONS

Q. 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!

A. The cost of running car parks can be found in the car parking report to Cabinet.

The report and minutes can be found here (please copy and paste the link below into your web browser):

<http://democratic.whitehorsedc.gov.uk/documents/s48418/Report.pdf>

Q. 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...

A. Yes, the cost of running the car parks includes for enforcement which is carried out under contract with Saba.

Q. Where does the Council propose that residents who have no on-street parking actually park their vehicle?

A. Residents are still able to purchase parking permits but at the same price as other parking permits.

Q. 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.

A. The survey is not a legal document for the enforcement of the car park. We refer to the car park order which we be published in due course once Cabinet has considered all the comments and feedback. This document should clarify all the 'charging' references.

Draft order 2021 is here: <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/parking-roads-and-streets/parking/parking-policy-consultation-have-your-say/>

Q. I am unsure why you seemed to ask the same questions twice ?

A. The Order No.1 is for all car parks within the Vale district area. Order No.2 relates to Rye Farm and Hales Meadow car parks which are in South Oxfordshire and require a different order.

Q. 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).

A. We published the survey widely using social media (particularly Facebook) and had very good uptake which I believe captures the general consensus.

General car park suggestions

15. 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.

This question received 72 responses and 111 individual comments and 2 questions (36% of survey responders choosing to provide additional feedback in this question). The most frequently mentioned comment by 14 responders (13%) was that there needs to be improved enforcement for cars parked illegally, followed by the view from 12 respondents (11%) who want to keep free parking – the 2 hour free parking and Sunday parking were mentioned. 10 respondents (9%) want to see increased parking in town centres, while bigger parking bays to accommodate today's larger cars were mentioned by 7 respondents (6%). Improving technology by introducing faster machines, using an ANPR system (automatic number plate recognition) and an app for payments was suggested by 6 respondents (5%). The need for electric vehicle parking and charging spaces (5 respondents), and more permits for town workers (5 respondents) were mentioned. Other comments are listed below.

Comments analysis summary and frequency:

- 14 Improve enforcement on illegally parked cars
- 12 Keep free parking eg 2 hours, Sundays
- 10 Increase parking in town centres
- 7 Bigger parking bays needed (cars bigger these days)
- 6 Improve technology: faster machines, use ANPR system, app for payment
- 5 EV parking & charging need
- 5 More permits for workers in town
- 4 make better use of multi storey in town
- 3 No free parking: charging is ok ‘
- 3 More free parking
- 3 Clear signage on parking rules & for disabled drivers not needing to display free ticket
- 3 Decrease permit price & make more available
- 3 More parent/baby spaces needed
- 3 Covered/secure motorbike and bicycle parking
- 2 Introduce park & ride system
- 2 need better traffic management
- 2 Consistent parking management between town, district and county authorities
- 2 No changes needed
- 2 Safer night use
- 2 More permits for residents
- 2 Publicise surveys better/bigger notice boards
- 2 proposals would have negative impact on local businesses
- 1 Council staff not to park in Abbey Close
- 1 Review height restrictions for disabled vehicles
- 1 Unfair charging to non EV cars
- 1 Introduce sustainable energy provisions/lighting
- 1 Vale car parks are generally good
- 1 Introduce coach & lorry parking to help trade/tourism
- 1 Is Saba involved, and will they benefit financially

- 1 Where is promised transparency from Vale?
- 1 build new car park or convert existing to multi-storey
- 1 have a 15 minute/drop off parking slot
- 1 new housing should allow for parking
- 1 incentivise public transport and active travel
- 1 designated spaces for electric car-club vehicles
- 1 publicise local events/news in car parks

QUESTIONS

Q. See previous comment. Is Saba part of the 5 councils debacle?

A. The current contract with Saba has no direct connection to the wider Five Councils contract.

Q. Will they get a cut of the fines?

A. No, Saba have a fixed rate contract with no incentives.

Q. More transparency, isn't that what you promised?









A. Yes, although we cannot publish the exact arrangements with Saba due to the commercial sensitivity.

*Q. 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*

A. I'm sorry but this should be taken up directly with NHS and the car park operator as the council has no responsibility or influence parking arrangements at the hospital and access to facilities.

And finally...

Q16 Respondents were asked how far they agree or disagree with this proposal.

16. How did you hear about this consultation? Tick all that apply.			Response Percent	Response Total
1	Council website		3.08%	6
2	Email		5.13%	10
3	Facebook		74.36%	145
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
			answered	195
			skipped	4

'Other' comments:

- Wife from Twitter
- NextDoor app
- Abingdon blog
- WaGCG newsletter
- Wantage & Grove Campaign Group
- Car park notice
- WAGCG
- I was emailed to tell me that Residents Permits are no longer available. Surely this is illegal as it is at the proposal stage?
- 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

Formal consultee results: car park order consultation

Replies from statutory consultees to Vale of White Horse District Council draft orders No.1 and No.2, 2021

<u>Company</u>	<u>Comment made</u>	<u>Officer replies</u>
Thames Valley Police	No Objection	
	a. Formalise parking for larger vehicles including market trader vans, and one coach in Hales Meadow car park, Abingdon - This will be seen as a potential positive measure in so much that it could help further reduce the traffic congestion on market days.	N/A
	b. Remove the commercial parking (lorries and mobile homes) in Rye Farm car park, Abingdon and create 'overflow' for vehicles - This will certainly help with the flow of smaller vehicles but clarity and direction will need to be clear and unambiguous for the larger vehicles?	Additional signage is in place to direct users to the rear of the car park when it is full
	c. Introduce spaces reserved for electric vehicles whilst charging - This is becoming more common and will be seen positively from an environmentally friendly perspective. Will the Council be able to undertake any enforcement if a non-electric vehicle blocks the ability for a genuine electric vehicle user from taking advantage of the charging facility?	Yes, the new order will allow enforcement of non EVs parked in bays reserved for charging EVs
	Is there any consideration to camera enforcement measures for those who breach the parking conditions?	We are exploring the use of mobile ANPR (automatic number plate recognition) for enforcement.
Oxfordshire County Council	No objection to the consultation taking place. No issues with the orders	N/A

Company	Comment made	Officer replies
Road haulage Association	<p>We are extremely concerned that Vale of White Horse District Council are consulting about the apparently permanent removal of Lorry Parking facilities at Rye Farm, Abingdon. We urge the council to reconsider removing essential infrastructure for Road Freight as described by the National Infrastructure Commission. We strongly object to the closure of these facilities. Road Freight is essential for all Abingdon and Oxfordshire business to be able to receive collections and deliveries. All food, medicine and other essential goods are delivered by road freight. Drivers must take mandatory breaks. It is essential for lorry drivers to have proper, safe parking facilities to take mandatory breaks and rest periods. Removing Heavy Goods Vehicle parking will displace these vehicles to less desirable locations and potentially adversely impact residential areas. Lorry drivers arriving early for deliveries need places to wait, driving around waiting for a delivery slot causes unnecessary congestion and contributes to poor air quality. Lorry parking is an essential part of local infrastructure. The National Infrastructure Commission recently referred to Freight Blindness by local authorities in providing adequate Road Freight facilities. The Future of Freight report stated, "This report has demonstrated that both government and local authorities often have little understanding of why and how to plan for freight, leaving the needs of the freight system far down the priority list." It takes 21 unregulated Transit vans to move the contents of one 44 tonne Heavy Goods vehicle. If there is a change of transport mode to van deliveries this will create congestion in the Abingdon area. Road Freight industry has done more than any other in reducing emissions and decarbonization. By 2022 more than 72% of HGV will be of Euro VI standard, by contrast old cars and vans create the worst emissions. Lorry parking is essential for all Abingdon business, if this is permanently removed it will result in unintended consequences for the Abingdon community. Please advise me of what alternative parking facilities will be provided for Heavy Goods Vehicles.</p>	<p>Alternative parking for commercial vehicles is available at the Redbridge Park and Ride car park in Oxford (to the north of Abingdon) and at the Milton interchange off the A34 (to the South of Abingdon. Both of these site are more easily accessible from the A34 compared to Rye Farm car park. Milton interchange also offers facilities for eating and sleeping. Additional spaces for vehicles at Rye Farm encourages people to park on the edge of town and walk. Reducing the number of lorries coming through Abingdon helps to reduce air pollution. These additional spaces in the car park may also be used if there was any development of car parks in Abingdon town centre which meant that spaces would be temporarily reduced.</p> <p>Rye Farm car park lies outside but adjacent to the Abingdon Air Quality Management Area (AQMA). Whilst there are no indicators of poor air quality in the car park, there is a monitoring site in Bridge Street on the other side of the bridge in Abingdon, and poorer air quality here resulted in the declaration of an AQMA in 2006.</p> <p>Since the declaration, air quality in Bridge St has improved and the monitoring site was removed several years ago but the AQMA still remains in place.</p> <p>HGVs produce about seven times more emissions to air than cars and small vans and the removal of the lorry parking will reduce the number of large vehicle trips through the Abingdon AQMA to and from the A34, with a consequent reduction in congestion and emissions to air within the AQMA.</p> <p>The perceived lack of car parking in Abingdon is an issue regularly raised with the economic development team. Making Rye Farm car park available to only small vehicles will provide additional parking for visitors, especially if the multi storey is redeveloped. Also, there are plans to increase the night time and leisure economy in Bridge Street in Abingdon and the Rye Farm would be closer for visitors to park than the Charter so any additional capacity at Rye Farm would be a great</p>

<u>Company</u>	<u>Comment made</u>	<u>Officer replies</u>
		<p>support for this.</p> <p>There is a proposal to turn the commercial space at the Old Gaol to residential and the plans do not include parking provision. The additional capacity for residential permits at Rye Farm would help to address this issue.</p>
Oxfordshire Fire & Rescue Service	<p>I can confirm that based on the information provided at this time there will be no impact for OFRS and there are no concerns raised.</p> <p>Further to your email below dated 28th September 2020, I can confirm that based on the information provided at this time there will be no impact for OFRS and there are no concerns raised</p>	N/A

FURTHER INFORMATION

For information about the consultation or the results presented in this report, please contact:

Consultation and Community Engagement Team
South Oxfordshire and Vale of White Horse District Councils
01235 422125
haveyoursay@southandvale.gov.uk

To enquire about the councils' car parks, please contact:

John Backley
Technical Services Manager, Housing and Environment
South Oxfordshire and Vale of White Horse District Councils
07917 088317
john.backley@southandvale.gov.uk

END