

## **CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2015**

### **PROPOSED CHANGES TO ON-STREET PARKING CHARGES AND RESIDENT PERMIT CHARGES**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report proposes changes to the cost and extent of charges for on-street parking (pay & display) and residents and other permits within Oxford, Abingdon and Henley.

#### **Exempt Information**

2. There is no exempt information in this report

#### **PUBLIC CAR PARKING**

3. The different categories of public parking are long and short stay, regulated and unregulated, free and charged, on and off-street. Parking management policies on maximum duration of stay, charges and enforcement levels can all be used to influence travel demand.
4. The controls, which an authority has available to it, or chooses to use, will depend upon the type of area and its level of ownership of off-street spaces. At one extreme, on-street controls and charging will be minimal where parking densities are low and do not affect highway operations. Elsewhere, in larger centres, parking demands will create on-street pressures and congestion, which may require greater control to satisfy priority demands.
5. Parking demands place pressure on the control and management of spaces through the competition for spaces. This is most evident on-street around major attractors, such as railway stations where commuters and residents compete for limited spaces. In town centres the parking supply must accommodate a range of short and long stay uses, which may result in queues at car parks or excessive circulation in search of spaces.

#### **Off-Street Parking**

6. Wherever possible the County Council seeks to influence charging regimes, specifically in the urban areas, to influence demand and balance the needs of commuters or employees (i.e. long stay parking) and the requirements of local businesses and shoppers (i.e. short stay parking) and also to manage congestion within Oxford.

7. County Council supports strategies for town centre car park charges that benefit short stay over long stay parking. This approach encourages shopping and supports economic activity, it also incentivises more sustainable and congestion friendly travel to work.

### **Privately Operated Public Car Parks**

8. In some town centres there are privately operated, public car parks. It is essential to the effectiveness of car park management that the operation and tariff structures of these car parks are compatible with that applying at car parks managed by the District Councils and support the policies of individual Councils in giving preference to short stay parking in town centres.

### **On-Street Parking**

9. The main issue concerning designated areas of regulated parking is how controls are managed, charged and enforced. In many parts of the county there is little or no need for on-street controls apart from selective waiting restrictions applied for safety or capacity reasons. More stringent controls are required in town centres where competition for space is greater.
10. Where competition for spaces occurs, priority is normally given to short stay parking. Longer stay commuter parking is discouraged in town centres as it reduces the opportunity for regular turnover of parking, which is vital to the local economy, especially small independent traders. Subject to the needs of residents being safeguarded, long stay parking is directed towards the periphery of town centres with short stay parking typically conveniently situated for shoppers and visitors.
11. Parking controls are applied selectively in order to address specific local problems. Limited waiting pay and display spaces close to neighbourhood shopping centres provide short stay spaces without the need for more extensive controls. In areas where conflicts are likely to be more widespread, controlled parking zones (CPZ) have been introduced to manage area-wide parking issues.

### **Objectives of On-Street Parking Control**

12. Objectives of on-street parking control are to:
  - remove the danger to other road users caused by obstructive parking;
  - ensure adequate road space is available for the free movement of all road users;
  - maintain the viability of individual or small shopping parades outside of the main retail areas;
  - regulate and control the parking of vehicles, as far as is possible, to such places and times as are convenient to all road users and the needs of the community;
  - ensure a fair distribution of suitable on-street parking space, within competing demands and resources available;

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- reduce the need to travel by private car and encourage the use of alternative means;
- minimise the adverse effects of motorised transport on the environment and health;
- improve accessibility, particularly for non-car owners and people with mobility or sensory impairment;
- prioritise parking in off-street car parks;
- enable the safe servicing of industrial and commercial premises;
- reduce personal injury accidents;
- provide a level of enforcement commensurate with the scale of contravention and the finances available.

### **On-Street Pay & Display in Oxford – Charges**

13. The majority of Oxford City centre spaces are focussed around St. Giles and Beaumont Street and these can be considered the 'standard' for measuring the level of charge and maximum length of stay. Broad Street, as the most central on-street parking location, has a shorter maximum length of stay, whereas the streets nearer to the University Parks area allow a longer maximum stay in recognition that they are further from the commercial centre. There are also areas of pay & display parking away from the heart of the city centre (Norham Gardens and part of Walton Street) where charges are lower.
14. Whilst the City Council carry out an annual review of charges for off-street city centre parking (usually resulting in small annual increases), the County Council has traditionally not done so. One reason for this is to try to ensure a reasonable level of user convenience – the City Council car parks have payment machines which give change and take notes, whereas the on-street machines are much older and will only accept coins and cannot give change (see paragraph 23).
15. Pay and display charges in Oxford were last increased in January 2007 and September 2010 – in addition, charges for evening and Sunday parking were reintroduced in August 2011. Annex 1 sets out the charges levied since 2008 at the main City Centre car parks and on-street.
16. The County Council made a surplus of £1,655,387.63 in on-street parking of which £1,155,387.63 was transferred to reserves to fund future park and ride operations and other transport improvements and/or highway works. The remaining £500,000 was used to supplement budgets for general highway operations in Oxford. A further £281,863.89 was drawn down from the parking reserves to fund the County Council's park & ride operations.
17. The table below, and Annex 1, demonstrates the price differentiation between on and off-street parking, which does not influence driver behaviour enough to meet the requirements of the council's parking strategy. The City Council has introduced further increases of their charges of approximately 2% for its suburban off-street parking in April 2015. It is therefore proposed that the 'standard' on-street charges are increased to the following levels:-

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	Existing	Proposed	% increase
Up to ½ hour	£1.00	£1.50	50%
Up to 1 hour	£2.50	£3.00	20%
Up to 2 hours	£4.00	£5.00	25%
Evening	£2.50	£3.00	20%

18. Notices have been erected at the pay & display machines advising users of proposed increases and a public notice was initially advertised within the Oxford Times on 12 February; and again on 21 May (annex 2) detailing the proposals for each specific area. The Council has received no written feedback as a result of these notices.

### **Pay & Display outside Oxford**

19. There are two Oxfordshire County Council operated on-street pay & display facilities outside Oxford in Abingdon and Henley. The charges for those schemes have not increased since their introduction in 1994 and in both instances the schemes have been making a loss for some time. It is Council policy that residents parking schemes should be self-financing and as such it is proposed that charges in these areas should increase.
20. The pay & display charges in Henley are much smaller than the cost of the South Oxfordshire DC car parks which is not in keeping with transport policy. On-street charges are currently £0.30 for 1 hour and £0.40 for maximum of 2 hours stay compared with £0.50 for 1 hour parking, £0.80 for 2 hours and £1.50 for maximum 3 hours stay for parking in Greys Road or Kings Road car parks.
21. To keep in line with prices for off street parking in centre of Henley it is therefore proposed to increase charges to £0.50 for 1 hour parking and £0.80 for a maximum of 2 hours.
22. A similar level of charges is also proposed for Abingdon on-street pay & display, namely £0.50 for 1 hour and £0.80 for 2 hours.

### **Pay and Display Machines**

23. The current stock of pay & display machines are coming to the end of their useful life and do not offer many of the cashless options that customers now expect of such a facility. Royal Mint have also changed some coinage recently to better improve protection against counterfeit currency and are intending to extend this to the one pound coin in the near future. It is becoming increasingly difficult to calibrate existing machines to accept these changes and it is unlikely that they will be able to be adapted to accept the new £1 coin. A programme of replacement over a period of six months, following procurement, is therefore proposed.
24. A detailed business case relating to the proposed replacement programme has been developed, its main points are:

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- (a) No more loss of revenue due to machines being unable to accept new coinage.
- (b) Reduction/elimination of complaints related to inadequate machines.
- (c) Ability to pay with new coins and also by credit/debit cards.
- (d) Costs of cash collection reduced.
- (e) Reduced likelihood of theft as machines will hold less cash.
- (f) Improved back office function.
- (g) Increased reliability (out of action time minimised).

**Residents Parking permits**

- 25. The cost of residents parking permits in the Oxford area was last increased in January 2011. At present permits in most zones for the first and second vehicles at a property cost £50; where applicable, permits for a third vehicle cost £100 and all further permits £150. The current traffic orders allow for an increase in charges every 3 years in line with the Retail Prices Index (RPI) without any consultation. This would have the effect of raising permit charges to approximately £57 for the first and second cars, £114 for third cars and £161 for the remainder.
- 26. In 2013/14 the County Council spent £1,465,370 on parking enforcement of residents parking zones and received an income of £1,371,167, resulting in a deficit of £94,203. The Council issued 9,880 permits in Oxford in the same period.
- 27. It has been Council policy for some time that residents parking zones should be self-financing as they primarily benefit residents to the disbenefit of others within the County.
- 28. The deficit as a reflection of the number of permits issued would suggest each permit should rise by £9.53 to meet this shortfall. However this is skewed by several permits being available at a cheaper price in the area around the Kassam Stadium. It is therefore proposed that permit charges are rounded up to £60 for first and second cars, £120 for third vehicles and £180 for further vehicles, to ensure that costs are fully covered.
- 29. This increase is broadly reflective of similar permit charges in comparable cities, albeit many have instigated different charging mechanisms, as shown in the table below.

<b>City</b>	<b>Permit Charges</b>
Cambridge	£52 - £81 depending on proximity to City Centre
Canterbury	£60 - £138 depending on proximity to City Centre
York	£43.50 - £130 depending on vehicle environmental categorisation.
St Albans	£38.76 - £51 depending on proximity to City Centre but rises to £134.64 - £179.52 for second permits.
Bath	£40 - £100 depending on proximity to City Centre
Brighton	£90 - £120 depending on proximity to City Centre.

30. In the four zones around the Kassam Stadium the permit charge has always been lower to reflect the part-time nature of the restrictions. Initially this was 25% of the standard permit charge but when the charges were raised in January 2011 the cost of these permits only increased by RPI (from £10 to £11). It is considered that these permits should now be increased by an amount to reinstate the discount level to that originally set – this would mean that permits should rise to £15.
31. Similarly, although the charge for visitors and contractor permits only increased by RPI (from £15 to £16) when the charges were raised in January 2011 it is now proposed that these permits be increased to £20 which will reinstate the mathematical relationship with residents permits originally set when charges were first introduced.
32. There are small residents parking schemes in Abingdon and Henley and, as noted above, the charges for those schemes have not increased since their introduction in 1994. It is proposed that these charges now be increased – in Abingdon the cost of permits would rise from £100 to £120; in Henley the current permit cost of £65 would become £80. In both schemes it is proposed that the cost of a visitor permit increases to 50p/day.
33. Notices regarding these proposed increases have been advertised in the Oxford Times, Abingdon Herald and Henley Standard on 29 January 2015 (Annex 3) with full details published on the County Council's Consultation Portal from 5 February 2015. The Council has received no written feedback as a result of these notices.

### **Financial and Staff Implications**

34. The cost of adapting machines to introduce changes to charges for pay & display are approximately £6,500 to be met from in year income from parking. There are no costs associated with implementing changes to charges for permits.
35. The cost of replacement of parking machines is likely to cost in the region of £540,000 and would be funded from the parking reserves.

### **Equalities Implications**

36. There are no equalities implications affected by the proposals in this report.

### **RECOMMENDATION**

37. **The Cabinet Member for Environment is RECOMMENDED to agree to:**
  - (a) **increase the charges for on-street parking in the City of Oxford as described in paragraph 17 of this report;**
  - (b) **increase the charges for on-street parking in Abingdon and Henley as described in paragraphs 21 and 22 of this report;**

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- (c) the replacement of Pay & Display machines as described in paragraph 23 and 35 of this report;**
- (d) increase the cost of residents permits in the Oxford area as set out in paragraphs 28 and 30 of this report;**
- (e) increase the costs of visitor and contractors permits in the Oxford area as set out in paragraph 31 of this report;**
- (f) increase the cost of residents and visitor permits in Abingdon and Henley as set out in paragraph 32 of this report.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: None

Contact Officer: Dariusz Seroczynski

June 2015

**ANNEX 1**

**Charging levels for on-street and off-street parking in Oxford**

		2008-09	2009-10	2010-11	2011-2012	2012-13	2013-14	2014-15
<b>Westgate</b>	Up to 1 hour	£2.00	£2.30	£2.30	£2.40	£2.40	£2.50	£2.50
<b>Closed from January 2015</b>	Up to 2 hours	£3.50	£4.00	£4.00	£4.00	£4.00	£4.10	£4.00
	Evening	£2.00	£2.30	£2.30	£2.40	£2.40	£2.50	£3.00
<b>Oxpens</b>	Up to 1 hour							£2.50
	Up to 2 hours							£4.00
	Evening After 8pm							£3.00
<b>Saturday</b>	Up to 1 hour							£3.10
<b>8am to 8pm</b>	Up to 2 hours							£5.20
	Evening After 8pm							£3.00
<b>Worcester Street</b>	Up to 1 hour	£2.50	£3.00	£2.30	£3.10	£3.10	£3.20	£3.30
	Up to 2 hours	£4.50	£5.20	£4.00	£5.20	£5.20	£5.30	£5.50
	Evening	£3.00	£3.00	£2.30	£3.10	£3.10	£3.20	£3.30
Saturday	Up to 1 hour							£4.00
8am to 8pm	Up to 2 hours							£6.70
	Evening							£4.00
<b>City Centre P&amp;D *</b>	Up to ½ hour	n/a	n/a	£1.00 #	£1.00	£1.00	£1.00	£1.00
	Up to 1 hour	£2.00	£2.00	£2.50#	£2.50	£2.50	£2.50	£2.50
	Up to 2 hours	£3.00	£3.00	£4.00#	£4.00	£4.00	£4.00	£4.00
	Evening	free	free	free	£2.50~	£2.50	£2.50	£2.50
<b>Notes</b>	* eg St Giles, Beaumont Street # from September 2010 ~from August 2011							



**OXFORDSHIRE COUNTY COUNCIL  
VARIATION OF CHARGES TO PAY & DISPLAY  
ON STREET PARKING PLACES CENTRAL OXFORD**

Notice is hereby given by the Oxfordshire County Council (“the Council”) pursuant to Section 46A of the Road Traffic Regulation Act 1984 that parking charges at on-street parking places in central Oxford, designated by the Oxfordshire County Council (Oxford Central Area) (Designation and Regulation of Street Parking Places) Order 2002 as amended, and the Oxfordshire County Council (Pay & Display Parking, Oxford City) Order 2002 as amended, will be varied. The revised charges will come into effect on 29 June 2015.

The following table gives details of the Pay and Display parking places where, and the times when, the parking charges will be varied and the increases.

Location of Parking Places	Charging Hours	Current Charges	New Charges
<b><u>Beaumont Street</u></b> Two sections of road on the northern side	Monday to Saturday 8.00am - 6.30pm and Sunday 10.00am - 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour £4.00 up to 2 hours	£1.50 up to 30 mins £3.00 up to 1 hour £5.00 up to 2 hours
	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
One section on the south side	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
<b><u>Broad Street</u></b> Central area of parking.	Monday to Saturday 8.00am - 06.30pm and Sunday 10.00am – 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour	£1.50 up to 30 mins £3.00 up to 1 hour
	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
Three sections on the north side and one on the south side	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
<b><u>Wellington Square</u></b> One section of parking on the north side of the square. Three sections of parking on the west side of the square	Monday to Saturday 9.30am - 6.30pm and Sunday 10.00am – 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour £4.00 up to 2 hours	£1.50 up to 30 mins £3.00 up to 1 hour £5.00 up to 2 hours
	Any day 6.30pm – 10.00pm	£2.50 for any length of	

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		stay	£3.00 for any length of stay			
<b><u>Blackhall Road</u></b> Four sections of road on the eastern side, north of Museum Road.						
<b><u>Cromwell Street</u></b> One section of road on the eastern side, south of Speedwell Street.						
<b><u>King Edward Street</u></b> One section of road on the western side, north of Bear Lane						
<b><u>Longwall Street</u></b> One section of road on the eastern side, north of High Street.						
<b><u>Merton Street</u></b> One section of road on the southern side, east of Magpie Lane.				Monday to Saturday 8.00am -6.30pm and Sunday 10.00am – 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour £4.00 up to 2 hours	£1.50 up to 30 mins £3.00 up to 1 hour £5.00 up to 2 hours
<b><u>Museum Road</u></b> One section of road on the northern side, east of Blackhall Road.				Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
<b><u>Parks Road</u></b> Three sections of road on the eastern side, north of Holywell Street.						
<b><u>St Giles</u></b> Five sections of road on the western side. Two sections of road on the eastern side.						
<b><u>Woodstock Road</u></b> Western side, four sections south of Observatory Street.						
<b><u>Mansfield Road</u></b> Five sections of road on the western side, north of Savile Road. Seven sections of road on the eastern side, north of Jowett Walk.						
<b><u>Keble Road</u></b> One section of road on the northern side, east of Banbury Road. One section of road on the southern side, east of Blackhall Road.				Monday to Saturday 8.00am - 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour £4.00 up to 3 hours	£1.50 up to 30 mins £3.00 up to 1 hour £5.00 up to 3 hours
<b><u>Savile Road</u></b> Two sections of road on the northern side, west of Mansfield Road. Two sections of road on the southern side west of Mansfield Road.				Monday to Saturday 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
	Sunday 10.00am -10.00pm	£2.50 for any length of stay	£3.00 for any length of stay			

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<p><b><u>Great Clarendon Street</u></b> One section of parking on the south-eastern side, southwest of Walton Street. One section of parking on the north western side, south west of Walton Street.</p>	<p>Monday to Saturday 8.00am - 6.30pm</p>	<p>£1.00 up to 30 mins £2.00 up to 1 hour £3.00 up to 2 hours</p>	<p>£1.50 up to 30 mins £2.50 up to 1 hour £4.00 up to 2 hours</p>
<p><b><u>Walton Street</u></b> One section of parking on the south western side north west of Walton Crescent. Five sections of parking on the north eastern side, south east of Observatory Street</p>	<p>Monday to Saturday 6.30pm – 10.00pm</p> <p>Sunday 10.00am – 10.00pm</p>	<p>£2.00 for any length of stay</p> <p>£2.00 for any length of stay</p>	<p>£2.50 for any length of stay</p> <p>£2.50 for any length of stay</p>
<p><b><u>Norham Gardens</u></b> Three sections of parking on the north /north western side. Four sections of parking on the southern side</p>	<p>Monday to Saturday 8.00am - 6.30pm</p> <p>Monday to Saturday 6.30pm – 10.00pm</p> <p>Sunday 10.00am – 10.00pm</p>	<p>£1.00 up to 30 mins £2.00 up to 1 hour £3.00 up to 3 hours</p> <p>£2.00 for any length of stay</p> <p>£2.00 for any length of stay</p>	<p>£1.50 up to 30 mins £2.50 up to 1 hour £4.00 up to 3 hours</p> <p>£2.50 for any length of stay</p> <p>£2.50 for any length of stay</p>
<p><b><u>Benson Place</u></b> One section of road on the southern side, east of Fyfield Road. Two sections of road on the eastern side, south of Norham Road.</p>			
<p><b><u>Bradmore Road</u></b> Two sections of road on the eastern side, north of Norham Gardens. Three sections of road on the western side, north of Norham Gardens.</p>			
<p><b><u>Crick Road</u></b> Three sections of road on the southern side, east of Bradmore Road. One section of road on the northern side, east of Bradmore Road.</p>	<p>Monday to Friday 8.00am - 6.30pm and Saturday 8.00am – 1.00pm</p>	<p>£1.00 up to 30 mins £2.00 up to 1 hour £3.00 up to 3 hours</p>	<p>£1.50 up to 30 mins £2.50 up to 1 hour £4.00 up to 3 hours</p>
<p><b><u>Fyfield Road</u></b> Two sections of road on the eastern side, north of Norham Gardens.</p>			
<p><b><u>Norham Road</u></b> Two sections of road on the northern side, east of Banbury Road. One section of road on the southern side, east of Banbury Road. One section of road on the southern side, east of Fyfield Road.</p>			

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<b>Hythe Bridge Street</b> One section of road on the northern side	Monday to Sunday 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
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The general effect of these changes is that:

- 1) The pay and display parking charges in central Oxford of £1.00 for up to 30 minutes will be increased to £1.50 for up to 30 minutes
- 2) The pay and display parking charges in central Oxford of £2.00 for up to 1 hour will be increased to £2.50 for up to 1 hour
- 3) The pay and display parking charges in central Oxford of £2.50 for up to 1 hour will be increased to £3.00 for up to 1 hour
- 4) The pay and display parking charges in central Oxford of £3.00 for up to 2 hours will be increased to £4.00 for up to 2 hours
- 5) The pay and display parking charges in central Oxford of £4.00 for up to 2 hours will be increased to £5.00 for up to 2 hours
- 6) The pay and display parking charges in central Oxford of £3.00 for up to 3 hours will be increased to £4.00 for up to 3 hours
- 7) The pay and display parking charges in central Oxford of £4.00 for up to 3 hours will be increased to £5.00 for up to 3 hours
- 8) The pay and display parking charges in central Oxford of £2.00 for evenings or Sundays will be increased to £2.50 for evenings or Sundays
- 9) The pay and display parking charges in central Oxford of £2.50 for evenings or Sundays will be increased to £3.00 for evenings or Sundays

Non pay and display parking will not be affected.

Traffic Regulation Team (Ref:DMT) for the Director for Environment and Economy,  
Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford OX1 1NE

**Annex 3 - Public Notice for Residents Permits**

**ROAD TRAFFIC REGULATION ACT 1984**  
**(1) OXFORDSHIRE COUNTY COUNCIL (CITY OF OXFORD AND NORTH HINKSEY) (VARIATION OF CHARGES FOR PERMITS) ORDER 20\*\***  
**(2) OXFORDSHIRE COUNTY COUNCIL (ABINGDON) (DESIGNATION AND REGULATION OF STREET PARKING PLACES) (AMENDMENT No.8\*) ORDER 20\*\***  
**(3) OXFORDSHIRE COUNTY COUNCIL (VARIOUS ROADS-SOUTH OXFORDSHIRE) (PROHIBITION AND RESTRICTION OF WAITING AND PERMITTED PARKING) (VARIATION No.9\*) ORDER 20\*\***

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above orders under Sections 45 and 46 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of (1) the Oxford and North Hinksey Order will to be to vary the orders listed in the schedule to this Notice being all the controlled parking zone orders for Oxford and North Hinksey to the following effect:

1. All Residents Permits currently costing £50 per annum index linked will be increased to £60 per annum index linked
2. All Residents Permits currently costing £100 per annum index linked will be increased to £120 per annum index linked
3. All Residents Permits currently costing £150 per annum index linked will be increased to £180 per annum index linked
4. All Residents Permits currently costing £11 per annum index linked will be increased to £15 per annum index linked. This applies to the Orders numbered 24 – 27 in the Schedule to this notice (“the Kassam Stadium Orders”)
5. All Visitors Permits currently costing £16 index linked for a block of 25 (second allocation) will be increased to £20 index linked. The initial block of 25 will remain free of charge as will all Visitors Permits for zones covered by the Kassam Stadium Orders.
6. The charge for additional discretionary Visitors Permits will be increased from £0.60 index linked to £0.80 index linked per permit with no charge for discretionary permits to those aged 70 or above
7. Contractors permits currently costing £16 index linked will be increased to £20 index linked.

These charges will include inflationary increases from April 2010 and the index linking mechanism in all the Orders will be revised and simplified with a new base date of April 2015. Inflationary increases will not take place more frequently than once every three years and no inflationary increase may be made before April 2018.

Orders (2) & (3) will similarly be subject of increased charges as follows:

The Oxfordshire County Council (Abingdon) (Designation and Regulation of Street Parking Places) Order 1984 (as amended)

All Residents Permits currently costing £100 per annum will be increased to £120.

The visitor charge is to be increased from 40p to 50p

The Oxfordshire County Council (Various Roads-South Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) Order 2008 (as amended)  
All Residents Permits currently costing £65 per annum will be increased to £80.  
The visitor charge is to be increased from 30p to 50p.

Documents giving more detailed particulars of the Order are available at <http://myconsultations.oxfordshire.gov.uk/inovem/consult.ti/system/calendar> and for public inspection at County Hall, New Road, **Oxford** OX1 1ND from 9 am to 4 pm Monday to Friday; at **Oxford Library\***, Westgate, OX1 1DJ from 9 am to 7 pm Monday to Thursday and from 9 am to 5.30pm on Friday & Saturday; **Cowley Library\***, Temple Road, Oxford OX4 2EZ from 9.15 am to 5.30 pm Monday & Friday, 9.15 am to 7 pm Tuesday & Wednesday and 9 am to 4.30 pm Saturday; **Headington Library\***, Bury Knowle Park, North Place, Headington OX3 9HY from 9.15am to 1 pm Monday & Wednesday; 9.15am to 7 pm Tuesday & Thursday; 9.15am to 6 pm Friday; and 9.15am to 4.40pm Saturday; **Old Marston Library\***, Mortimer Hall, Oxford Road, Oxford OX3 0PH from 2pm to 5pm Tuesday, 5.30pm to 7pm Thursday, 10am to 12pm & 2pm to 5pm Friday, and 9.30am to 12.30pm Saturday; and **Summertown Library\***, South Parade, OX2 7JN from 9.30am to 5.30pm Monday & Friday, Tuesday & Thursday 9.30am to 7pm, Saturday 9am – 4.30pm; **Abingdon Library**, The Charter, OX14 3LY from 9am to 7pm Monday, Tuesday, Wednesday and Friday; 9am to 1pm Thursday and 9am to 4.30pm Saturday; and **Henley Library**, Ravenscroft Road, RG9 2DH from 9am to 8pm Mondays to Fridays, and 9am to 4.30pm Saturday; Tuesday & Thursday 9am to 5.30pm, Wednesday 9am to 1pm.

*(\*these locations have existing orders on CD).*

Objections to the proposal, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (ref. DMT/permits) at the address given below no later than 27<sup>th</sup> February 2015. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

## **SCHEDULE**

The following are Oxfordshire County Council orders:

1. (Central Area, Oxford) (Controlled Parking Zone and Waiting Restrictions) Order 2011 as amended
2. (East Oxford) (Controlled Parking Zone Waiting Restriction and Traffic Management) Order 2010 as amended
3. (Headington Central) (Controlled Parking Zone and Various Restrictions) Order 2005 as amended
4. (Girdlestone Road) (Controlled Parking Zone and Waiting Restrictions) Order 2006 as amended
5. (Headington North East) (Controlled Parking Zone and Waiting Restrictions) Order 2006 as amended
6. (Headington Quarry) (Controlled Parking Zone and Waiting Restrictions) Order 2006 as amended
7. The City of Oxford (Headington West) (Controlled Parking Zone) Order 2000 as amended
8. The City of Oxford (Jericho) (Parking Places and Controlled Parking Zone) Order 2000 as amended

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9. (The Lakes Headington) (Controlled Parking Zone and Waiting Restrictions Order 2007 as amended
10. (Marston South) (Controlled Parking Zone and Waiting Restrictions) Order 2007 as amended
11. The City Of Oxford (Norham Manor) (Controlled Parking Zone) Order 1999 as amended
12. (North Oxford) (Controlled Parking Zone and Various Restrictions) Order 2004 as amended
13. (North Summertown) (Controlled Parking Zone and Waiting Restrictions) Order 2007 as amended
14. (Northway Headington) (Parking Zone and Waiting Restrictions) Order 2007 as amended
15. (South Oxford) (Controlled Parking Zone and Waiting Restrictions) Order 2009 as amended
16. (Summertown) (Controlled Parking Zone and Waiting Restrictions) Order 2004 as amended
17. (Walton Manor Oxford) (Parking Places and Traffic Management) (Consolidation) Order 2003 as amended
18. (West Oxford and Osney Mead) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 2009 as amended
19. (Oxford) (Cutteslowe & Five Mile Drive Area) (Controlled Parking Zone and Waiting Restrictions) Order 2014
20. (Oxford, Magdalen Road (North) Area) (Controlled Parking Zone and Waiting Restrictions) Order 2012
21. (Oxford - Divinity Road Area) (Controlled Parking Zone and Waiting Restrictions) Order 2012 as amended
22. (North Hinksey (Botley) - Elms Road) (Controlled Parking Zone and Waiting Restrictions) Order 2013
23. The City of Oxford (The Waterside) (Controlled Parking Zone) Order 2001 as amended
24. (Blackbird Leys West) (Controlled Parking Zone) (Oxford) Order 2005 as amended
25. (Brake Hill) (Oxford) (Controlled Parking Zone) Order 2005 as amended
26. (Frys Hill) (Oxford) (Controlled Parking Zone) Order 2005 as amended
27. (Minchery Farm) (Oxford) (Controlled Parking Zone) Order 2005 as amended

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