

STROUD DISTRICT COUNCIL

**AGENDA
ITEM NO**

CABINET

15 December 2011

9

Report Title	CAR PARKS REVIEW
Purpose of Report	To consider recommendations from the Car Parks Review.
Decision(s)	Cabinet RESOLVES that: Management 1) the Council continues to own/lease and manage car parks in the District's main and village centres. 2) authority is delegated to the Head of Asset Management to negotiate a new lease of The Chipping car park, Wotton-under-Edge with the Town Trust, (at a peppercorn rent) and on more flexible terms. 3) the Head of Asset Management and Head of Community Safety consider the feasibility of introducing an Automatic Number Plate Recognition (ANPR) payment and enforcement system in the multi-storey car park, London Road, Stroud, in consultation with Stroud Town Council and Chamber of Commerce, for the reasons set out in paragraph 41 of this report. 4) the Head of Asset Management considers the feasibility of electric car charging points in the District's public car parks. 5) the Heads of Asset Management and Community Safety explore the feasibility of disc parking schemes in Nailsworth, Dursley and Wotton-under-Edge in order to aid enforcement and promote the turnover of parking spaces. 6) the Heads of Asset Management and Community Safety explore the feasibility of reducing the hours of operation of short stay time limits (currently from 8am to 6pm) to bring them in line with charging periods. 7) authority to set the number of long stay permits and fee for permits in new areas is delegated to the Head of Asset Management. 8) the Council works with Gloucestershire County Council to improve signage to the public car parks in Dursley and Wotton-under-Edge. 9) the scheme to redesign Nailsworth bus station is implemented in 2012/13, subject to the necessary consultations and consents.

	<p>Enforcement</p> <p>10) <u>Dursley</u> the long stay car park in Long Street, Dursley is changed to permit holders only and no further long stay permits for traders are issued at Castle Street car park.</p> <p>11) <u>Nailsworth</u> a) the Old Town Hall/Comrades Club car park remains as a 4 hour car park but that a limited number of long stay permits are made available. b) the 4 hour limit on the Old Market east car park (adjacent to the Co-op) is reduced to 2 hours to improve turnover of spaces for shoppers.</p> <p>12) <u>Wotton-under-Edge</u> the Chipping car park is changed to all short stay parking to improve turnover of spaces for shoppers but that a limited number of permits available for residents and long term parking.</p> <p>Charges</p> <p>13) short-stay charges are reduced in Stonehouse and Painswick from 30p for the first hour to 20p, and from 50p for 2 hours to 40p.</p> <p>14) 'free after 3' is introduced in the multi-storey car park, London Road, Stroud.</p> <p>15) the charging period for Stroud town centre car parks is reduced from 8am to 6pm to 8am to 5pm.</p> <p>16) a decision on introducing charges in Dursley, Nailsworth and Wotton-under-Edge is deferred for 18 months for the reasons set out in paragraphs 45 to 47 of this report.</p> <p>Future consultation and process</p> <p>17) further consultation takes place with the Parish and Town Councils and Chambers of Trade and Commerce in the towns affected by these changes.</p> <p>18) authority is delegated to the Head of Asset Management, in consultation with the Cabinet Member for Finance to implement the changes to charges, time-limits and permits set out above, in particular to: a) draw up a final proposal b) to advertise a variation to the Off-Street Parking Places Consolidation Order 2010, consider any objections (and make changes to the proposal if appropriate) and to make the Order.</p>
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	<p>19) Cabinet makes provision in its budget proposals to Council to allocate sufficient sums in the capital programme for changing tariff boards and in particular, improving signage in Dursley and Wotton-under-Edge and that £25,000 is allocated to the capital programme for the Nailsworth bus station improvement scheme funded from the property maintenance reserve.</p>
<p>Consultation and Feedback</p>	<p>The following groups were all contacted and invited to respond to the consultation :</p> <ul style="list-style-type: none"> • Public (on-line/paper questionnaire) • Residents telephone survey • Parish and town councils (meetings to debate the issues and on-line questionnaire) • District ward councillors (on-line questionnaire) • Gloucestershire County Council • Businesses (the Federation of Small Businesses, Nailsworth, Stroud, and Wotton-under-Edge Chambers of Commerce and Trade, Vale Business Forum-Dursley, Vale and Valleys Business Partnership - meetings to debate the issues and on-line questionnaire) • Local Strategic Partnership • Stroud & District Access Group <p>Responses received: <u>District wide residents telephone survey:</u> 301 respondents</p> <p><u>On-line questionnaire:</u> 614 Residents 85 businesses 6 local organisations 4 Town/Parish Councils 22 Ward Councillors</p> <p><u>Letters and emails:</u> 148 Residents 9 Businesses 14 Organisations 19 Town/Parish Councils 4 Ward members and 1 County Councillor</p>

	<p>Meetings held:</p> <table border="1" data-bbox="630 210 1328 600"> <thead> <tr> <th>Organisation</th> <th>2011</th> </tr> </thead> <tbody> <tr> <td>Nailsworth Town Council (including reps from the Chamber of Trade)</td> <td>5th September</td> </tr> <tr> <td>Vale and Valleys Business Partnership</td> <td>12th September</td> </tr> <tr> <td>Dursley (Traders) Town Action Group</td> <td>27th September</td> </tr> <tr> <td>Wotton Town Council</td> <td>2nd November</td> </tr> <tr> <td>Wotton Chamber of Trade</td> <td>7th November</td> </tr> <tr> <td>Nailsworth Parking Residents Action Group (NPRAG)</td> <td>15th November</td> </tr> <tr> <td>Stroud Chamber of Commerce</td> <td>22nd November</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Petition from independent retailers in Wotton-under-Edge July 2010 • 3000+ signature petition from Nailsworth September 2011 <p>Feedback from these consultations is set out in the body of the report and a summary of the analysis of the questionnaires is set out in Appendix A to this report.</p> <p>Copies of all responses and analysis have been placed in the members lounge.</p>	Organisation	2011	Nailsworth Town Council (including reps from the Chamber of Trade)	5 th September	Vale and Valleys Business Partnership	12 th September	Dursley (Traders) Town Action Group	27 th September	Wotton Town Council	2 nd November	Wotton Chamber of Trade	7 th November	Nailsworth Parking Residents Action Group (NPRAG)	15 th November	Stroud Chamber of Commerce	22 nd November
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<p>Financial Implications and Risk Assessment</p>	<p>The General Fund Revenue Estimates report (Agenda Item 12) includes an additional £50,000 of income following Cabinet's decision in March 2011 to increase car park tariffs.</p> <p>It is difficult to estimate the likely impact of each proposal with a degree of certainty. However, it is estimated that the impact of all the changes to charging outlined in this report will be in the order of £25,000.</p> <p>The car park budget will be monitored closely during 2012/13 to assess the impact of the revised charges, and any significant variance reported within the budget monitor reports to Cabinet.</p> <p>David Stanley, Accountancy Manager Tel: 01453 754100 Email: david.stanley@stroud.gov.uk</p> <p>There are no significant risks to the Council in implementing the above recommendations. Further consultation and following the requisite legal process will reduce the likelihood of new risks being identified. There is a health and safety risk if the works to redesign Nailsworth bus station are not undertaken.</p> <p>Alison Fisk, Head of Asset Management Tel: 01453 754430 Email: alison.fisk@stroud.gov.uk</p>																

Legal Implications	<p>As a general principle, a consultation process must be effective and fair and should take place when proposals are still at the formative stage. Those consulted must be provided with sufficient and accurate information to enable them to make a meaningful response. The consultation period should be sufficient to enable the consultees to consider and submit their responses. The Council must in turn consider responses with a receptive mind and a conscientious manner when reaching its decision.</p> <p>The Road Traffic Regulation Act 1984 gives to the Council the power to provide off-street car parking places and to make charges in respect of their use (Sections 32 and 35 respectively). Statutory guidance recommends that charges should be proportionate and should not be set at unreasonable levels.</p> <p>Whilst the 1984 Act is not intended to allow the Council to use its power for the <i>purpose</i> of raising income, s55 of the Act recognises that a surplus may be generated from parking income and as a consequence specifies the purposes to which such a surplus may be applied.</p> <p>Any changes which are necessary as a consequence of this report will be implemented by formal Order subject to there being no substantial objection following the publication of a notice in the local press.</p> <p>Peter Cruden, Legal Services Manager Tel: 01453 754369 Email: peter.cruden@stroud.gov.uk</p>
Report Author	<p>Alison Fisk, Head of Asset Management Tel: 01453 754430 Email: alison.fisk@stroud.gov.uk</p>
Portfolio Holder	<p>Councillor Nigel Cooper, Cabinet Member for Finance Tel: 01452 813870 Email: cllr.nigel.cooper@stroud.gov.uk</p>
Options	<p>The original proposals for change are set out in the report and consideration of the feedback from consultation has resulted in the recommendations set out in this report. Cabinet has the option of accepting all, some or none of these or to propose alternatives.</p>
Performance Management Follow Up	<ul style="list-style-type: none"> • Further reports will be brought to Cabinet as necessary. • A proposal will be set out and advertised by the end of February 2012. • Cabinet may consider any recommendations from the Performance Overview and Scrutiny Committee on future consultation exercises.

Background Papers/ Appendices	Car Parks Review Consultation (document) 2011. Consultation responses and full questionnaire analysis have been placed in the members lounge. Appendix A –summary of analysis of questionnaires
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Background

- 1) Stroud District Council (SDC) operates 34 car parks across the district. Some are free to park in, others have charges, but all have time restrictions which are enforced. It has been 6 years since the last car park review. Travel and parking requirements have changed over that period, as has the economic climate.
- 2) This review was undertaken with the aim of ensuring that SDC's off-street parking (public car park) provision takes account of the needs of local communities, whilst trying to balance these with the financial pressures that the council faces on the delivery of its services.
- 3) At its meeting in March (when considering an increase in charges in Stroud, Stonehouse and Painswick) Cabinet was requested to consider the perceived 'inequality' with charging and free parking across the District. Members felt that there should be a district wide review which should also look at usage and how car parks fit into the local community.
- 4) Review Objectives
The overall purpose of the review was to evaluate SDC's role and policy in owning and managing public car parks in order to deliver value for money for the council tax payer, and more specifically:
 - i) to consider whether we should continue to own and manage car parks and if so, which ones.
 - ii) to review the costs of owning and managing car parks and look at the business case for introducing charges in more areas of the district.
 - iii) to make recommendations for alternative uses/disposal (if appropriate) for any car parks which we believe we should no longer own and/or manage.
- 5) The consultation undertaken as part of the review also sought to provide information on people's usage of the car parks, what was important to them when using our car parks and invited comments on the service and car park provision more generally.
- 6) The Council's proposal
The consultation document set out 4 key proposals for consideration:
 - i. That the Council continues to own or lease car parks in Dursley, Nailsworth, Painswick, Stroud, Stonehouse and Wotton-under-Edge (i.e. the main town centres with the exception of Painswick -where charges are in place in order to help promote tourism).
 - ii. That charges are introduced in Dursley, Nailsworth, Wotton-Under-Edge.
 - iii. That Stroud District Council continues to own car parks in Berkeley, Cainscross, Cam, Kings Stanley and Minchinhampton, but these remain free of charge.
 - iv. That the Council considers that its other, local, car parks are 'surplus' assets. That they are either owned or managed locally, sold for private parking spaces or considered for other uses such as housing development.

Consultation response

- 7) The Council had a good response to its questionnaire (672 responses). A telephone survey of 301 residents was also undertaken. It has also had useful discussions of both its proposals and car parking issues generally, in the meetings that have taken place with key organisations. The level of response is summarised at the beginning of this report.
- 8) Analysis of the council's telephone and on-line surveys are summarised in Appendix A.
- 9) All written responses, 2 petitions and a copy of the full analysis have all been placed in the members lounge.
- 10) The consultation process and method of analysis is set out in the report to Performance Overview and Scrutiny which will have considered this at its special meeting on the 5th December 2011.

11) Questionnaire

There are clear messages and some areas of agreement coming out of the responses to the questionnaire as follows:

Policy

- a) The majority of respondents agreed that the running and provision of car parks by the Council is important in supporting the district's economy and that the Council should continue to own and manage car parks in the districts main centres.
- b) There is also agreement that the more local car parks should remain publicly owned (either by SDC or the Parish Council).
- c) The majority of respondents agree that it is important that short stay spaces are available for shoppers and visitors throughout the day and that spaces for shoppers and visitors are the priority.
- d) The telephone survey shows some 72% of respondents agreeing that charges can help ensure that motorists do not monopolise spaces by promoting turnover, however, the on-line survey shows 50% of respondents disagreeing with this statement.
- e) The district wide telephone survey showed an equal split in opinion as to whether charges should only apply in Stroud, Stonehouse and Painswick (42%) or apply elsewhere in the district and specifically in Dursley, Nailsworth and Wotton-under-Edge (42%). However, the on-line survey with responses mainly from these areas and the meetings that have been held give an overwhelming no to charges in Nailsworth, Dursley and Wotton-under Edge (although there were mixed views from Wotton in meetings with the Town Council and Chamber of Trade and Commerce – see below) and that the service should be funded buy council tax payers rather than the motorists that use them.

Usage

- f) The majority of people are staying from 30 mins to an hour or between 1 to 2 hours.
- g) The main reason for using a car park in the district is, unsurprisingly, for shopping for food and other goods (with the exception of businesses responding where the reason is for business/work).
- h) The most important factors when using the most frequently used car park are that; it is easy to find a space/charges are free or reasonable/it is close to where I am going.

- i) The responses to the questionnaires shows that people (largely shoppers and visitors responding) sometimes have difficulty finding a space to park in their most frequently used car park, with some (11%) stating most days and 2% always having difficulty (residents on-line survey).

Additional Comments

455 people took the opportunity to provide additional comments.

Analysis of these identified a number of themes, as follows;

- Introducing parking charges will seriously harm trade, encouraging people to drive to out-of-town shopping centres, to other villages and towns (including out of the district) where parking is free, or to the many supermarkets. Free parking encourages people to shop locally, especially when there are no time-restrictions imposed.
- If charges must be implemented periods of free-parking should be introduced e.g. for the first 30mins/ hour.
- Parking permits in some areas would be beneficial for both residents and businesses.
- Introducing parking charges to towns such as Nailsworth and Wotton-under-Edge will impact on residential areas as people will simply park for free wherever they can.
- There is insufficient parking for residents in many of our towns and villages due to their layout, narrow lanes, number of homes (many without off-road parking) and general topography of the district.

People also;

- put forward suggestions for improvement
- made critical comment on the questionnaire itself
- offered views on management/ownership of the car parks
- agreed that charges should be made
- submitted more general points

Petitions

12) Wotton-under-Edge – a petition was received in July 2010 signed by 31, mostly independent, traders. It asked that the Council justifies the continuation of a lease of The Chipping car park and that it justifies the existence of all day (23 hour unrestricted) parking. The traders were assured that the petition would be considered as part of this review.

13) Nailsworth

At its meeting in September, Council considered the following petition organised by a local trader, dated 8 September 2011 containing approximately 3,000 signatures:-

“We the below show our opposition to the imposition of charges by SDC on our town. The Action is ill conceived at a time of unprecedented financial hardship on our residents, customers, businesses and traders. This imposition will severely damage our town.”

Council referred the matter to Cabinet for further investigation as part of its Car Parks Review.

Meetings

Nailsworth

- 14) A meeting was held with the Town Council and representatives from the Chamber of Trade and Commerce in September and in November, with the newly formed Residents Action group.
- 15) The Town Council and traders are strongly opposed to the introduction of charges in the town. The Town Council is concerned at the impact of charges on residents and impact on trade and expressed surprise that an economic impact assessment hadn't been undertaken. It has asked for the costings and expected revenue from implementing charges and that this Council takes a broader look at transport issues and a 'policy on sustainable, environmentally conscious transport in the District'.
- 16) The Town Council continues to assert that one of the smaller car parks in Old Market was given to the town on condition that it would be used for parking free of charge. There is no restriction on the Council's title and the Town Council has yet to produce any clear evidence that this is the case.
- 17) The Town Council has stated that it does not consider the Council's original proposal to be legal. Officers are satisfied that this is not the case.
- 18) Traders do not appear to accept there is a parking problem and are concerned at the potential impact on trade.
- 19) Residents and the Town Council, however, recognise that there is a shortage of long stay in the town and residents feel that traders need to be 'encouraged' by the Council to use any alternative parking that may be available. The residents have worked to introduce some residents parking schemes with the County Council, but it is understood that these have not been supported by the Town Council and some residents would welcome permits. They would like to see more enforcement. The Town Council does not agree with issuing permits to any group.

Dursley

- 20) The Council met with a traders action group Dursley Town Action Group (formed to respond to the Council's proposal to introduce charges as there is currently no Chamber of Trade and Commerce).
- 21) Both this group, the Town Council and Vale Vision Development Trust are opposed to the introduction of charges in Dursley. As was recognised in the consultation document, there is good provision of short stay in the town, secured by the Council as part of the Sainsbury's development, but both the Town Council and traders agree that there is a shortage of long stay. The town has had major development taking place within the town centre in recent years and has suffered from loss of employment over a number of years (this is recognised by the Council and is part of the rationale behind acquiring the Littlecombe site). Traders were concerned at the low footfall within the town centre and at the signage to car parks which they feel is unclear.

Wotton-under-Edge

- 22) A meeting was held with the Town Council and another with the Chamber of Trade and Commerce. The parking problems in Wotton have been in existence for many years with pressure on both on and off-street parking. There are concerns that long-stay parking is limiting short stay spaces in the Chipping impacting further on footfall in the town. There was no formal response to the consultation document from the Chamber of Trade as there is no consensus of opinion from its members.

- 23) However, as the petition submitted last year also shows, retailers in particular feel that the Chipping needs to be managed in a way that improves turnover of spaces. There is a view that on-street spaces should be marked to encourage better parking and maximise the number of cars that can be parked. Better signage and more enforcement were also requested. At both meetings the potential of a supermarket development on the Renishaws site was raised which, if it goes ahead, may provide some public parking. There was concern that charges could impact on the viability of the town centre, particularly with free parking available in South Gloucestershire, but equally some traders feeling that action must be taken to improve turnover
- 24) The Town Council/Town Trust would like to see SDC continue with its lease of the Chipping.

Stroud

- 25) A meeting was held with representatives of Stroud Chamber of Commerce who support the Council's approach to charging in the review, which was to look at a consistent approach across the District. There is a strong feeling from the Chamber that to leave free parking in other towns may be seen as 'penalising Stroud customers and local businesses in the town centre'. However, Stroud Chamber recognises that should the Council not be in a position to recommend introducing charges elsewhere, that more of a balance would be achieved by considering offers such as the 'free after 3' (free parking after 3pm) promotion that was in place in 2010.
- 26) The Chamber also welcomed the opportunity to work with the Council on other aspects of car parking, such as considering ANPR enforcement (to increase motorists' choices of payment and increase efficiency in enforcement) and other improvements and potential changes in time limits and tariff bands.

General

- 27) Many Parish and Town Council's and Chambers of Trade and Commerce's responses made the point that they felt that it was not appropriate for them to comment on car parking in other places and that it was up to each town to make its own decisions on its town or village.

Discussion

- 28) It is clear that whilst there are pressures on car parking in many of the District's towns and villages, there is a real fear that in the current economic climate that charges will discourage local residents and visitors from shopping locally.
- 29) However, there is also a need to manage the District's town car parks to ensure that short stay spaces are freed up and are available to shoppers and visitors. The replies to our questionnaire, the meetings that have been held and our own surveys of usage over the last 6 months show that this is not the case. In both Wotton-under-Edge and Nailsworth there is also anecdotal evidence that trade is being lost because of the pressure on parking.
- 30) There is also a need to try to find solutions, as far as is possible, for traders and residents who require on or off-street parking throughout the day and to make difficult decisions where there are conflicting and contradictory demands on the provision of car parks and needs of different groups.

- 31) The consultation document and original proposals were looking at policy at a district level and aiming at a consistent approach, but it was expected and understood that each town is unique and variations would need to be considered. This has been supported by the feedback from the consultation exercise. The recommendations arising from this review reflect this and other suggestions that have been made through the consultation process.

Recommendations:

Dursley

- 32) There is a need for more long stay in the town and it is recommended that the temporary car park at Long Street continues to be provided for the foreseeable future (subject to continuing pedestrian access over the Newsquest site being available). It is proposed that this becomes a permit holder's only car park, that permits are charged for and that the permit holders who currently park at Castle Street car park are moved back down to this location. This will help cover the costs of maintaining this car park, but also help to determine the real demand for long stay in this location.
- 33) It is also recommended that the District Council steps in and improves the highway signage to the town's car parks to support traders in the town.

Nailsworth

- 34) Changes to the time limits in the 4 hour car park are proposed as this is extremely difficult to enforce and is often used by people parking all day. Despite the Town Council's objections to permits, it is proposed that a limited number of permits should be made available on the Town Hall/Comrades Club car park for residents and/or traders, again people are parking all day here and it is difficult to enforce without charges.
- 35) These changes should encourage traders to use the alternative areas of long stay on the periphery of the town that are available to them and help alleviate some residents' difficulties with parking.
- 36) Officers will also review residents' parking schemes with the County Council.
- 37) Nailsworth Bus Station – there is a long standing capital budget to undertake works to reduce the conflicts between, buses and pedestrian and cars in this location. It is recommended that additional funding is allocated to undertake this work in 2012/13 and that the bus station is relocated. This will also reduce an area of conflict with traffic in the town at the entrance to Old Market from Spring Hill.

Wotton-under-Edge

- 38) In recognition of the urgent need to improve turnover in The Chipping car park it is recommended that the Council renews its lease with the Town Trust and reduces the long stay portion of the car park to short stay. This is in line with the proposal agreed in 2009 between the District Council, Town Council and representatives of the Chamber of Trade and Commerce. In addition that it issues a more limited number of long stay permits at a charge, to enable adjacent residents and others to park long stay. A short time-limit with long stay permits will be easier to enforce and will reduce the confusion for motorists with the current delineation of time limits on the car park.

39) Other long stay parking is available at Potters Pond and the Civic Centre car park.

Stroud, Painswick and Stonehouse

40) In response to feedback from these areas when charges were increased and as part of the review it is proposed to reduce the short stay tariffs in Stonehouse and Painswick, by 10p for the first 2 hours parking, to reintroduce 'free after 3' (no charges after 3pm) in the multi-storey car park at London Road, Stroud and to reduce the charging period to finish at 5pm rather than 6pm. It is estimated that the loss of income from these changes will be in the region of £25,000.

41) It is also recommended that officers investigate the introduction of ANPR (Automatic Number Plate Recognition) payment and enforcement in the MSCP at London Road. This has the potential benefit of freeing up enforcement officers time to patrol elsewhere in the district as requested by consultees and also provides flexibility for motorists using the car park, both in terms of how long they stay and how they pay for parking.

General

42) Disc parking

One proposal that has been suggested to help with enforcement and, thereby, turnover has been the introduction of disc parking schemes. These have been available for a number of years and work by the motorists showing the time of arrival on a dial which is then displayed in their car. Research needs to be undertaken into the benefits and drawbacks of such schemes.

43) Electric car charging points

The Council has been approached by Ecotricity who may be interested in providing charging points for electric cars both on and off-street. Again, further work needs to be undertaken to establish whether this could be implemented, successfully.

44) Shop Local

In light of the feedback from traders as regards reduced footfall and the health of our town centres, the Council may wish to provide financial support to the main towns to encourage residents to shop local.

Charging

45) In view of the uncertain economic situation and deteriorating employment position, (which has worsened as the review has progressed) and the potential impact on the town centres concerned, it is recommended that the Council does not implement charges in Dursley, Nailsworth and Wotton-under-Edge at the current time.

46) The changes recommended in this report are expected to help address some of the longstanding parking problems in these towns. However, it is clear from schemes that have already been made available to traders at a low charge in Wotton-under-Edge and Nailsworth, that additional parking is unlikely to be used whilst more convenient, free parking, with limited enforcement remains available.

47) Because of the need to discourage motorists who are parking long stay in short stay spaces (which are vital to a town's ability to trade) it is, therefore,

recommended that the Council reconsiders introducing charges in 18 months time, when it will also be able to assess the impact of the changes proposed.

Further consultation and legal process

- 48) Many of the changes proposed will require further consultation and some feasibility studies, however, they have been drafted with the aim of addressing some of the parking problems in the towns concerned and in consideration of often conflicting viewpoints from individuals and representative groups alike.
- 49) Once final proposals are agreed, it is envisaged that the legal process to make the necessary changes to the off-street parking places order will begin by March 2012 at the latest. This will take approximately 4 months. If necessary changes to the tariffs can be dealt with separately in order that they can be introduced before April 2012.
- 50) The process to change the order (with the exception of changes to charges already in place) also provides a further period for any objections to be made.

Summary of the analysis of responses - residents telephone survey and on-line questionnaire

Questions	Telephone Survey		On-line survey					
			Residents		Businesses		Ward Cllrs	
	Agreed	Disagreed	Agreed	Disagreed	Agreed	Disagreed	Agreed	Disagreed
General Policy								
The running and provision of car parks by SDC is important in supporting the local economy	88%		88%					
SDC should continue to own and manage car parks in the District's main centres	90%		84%		84%		77%	
Council tax payer's should pay for the car parks as they benefit the whole community	58%	31%	79%		67%		64%	
Motorists alone should pay for the upkeep of car parks	49%	42%		77%	70%		50%	
Management of car parks								
SDC should own/manage car parks in each of the 11 areas mentioned	majority		Majority agreed					
More local car parks should remain publicly owned (either SDC or more locally)	majority		Majority don't know				majority	
Priority users	Shoppers and visitors were seen as the group that should be prioritised in the management of the district's car parks		90%		92%	43% (consider local businesses and employees)	95%	
Availability of spaces for each user group	SDC performs well							

Summary of the analysis of responses - residents telephone survey and on-line questionnaire

Questions	Telephone Survey		On-line survey					
	Residents		Residents		Businesses		Ward Cllrs	
	Agreed	Disagreed	Agreed	Disagreed	Agreed	Disagreed	Agreed	Disagreed
Parking charges								
It is important that short stay spaces are available for shoppers/visitors throughout the day	98%		94%		94%		100%	
Parking charges can help ensure that motorists do not monopolise spaces by promoting turnover	72%		37%	50%%	29%	59%	59%	32%
Motorists should be allowed to park all day in a single space	57%		36%	30%	55%	28%	18%	59%
Charges should only apply in Stroud, Stonehouse and Painswick	42%		51%		46%		32%	59%
SDC should introduce charges in those other car parks currently funded by charges elsewhere	42%		23%	73%	23.5%	63.5%	50%	50%
Of those that replied yes to the above –should charges be introduced in Wotton, Nailsworth, Dursley	125 respondents agreed		Majority disagree					
Should other towns –remain free	Majority		Majority agree					
Tariff proposed for Wotton-under-Edge and Dursley about right	Majority							
50p tariff in Nailsworth	49% about right	48% too high	Majority feel tariffs are too high, Nailsworth in particular					

Summary of the analysis of responses - residents telephone survey and on-line questionnaire

Questions	Telephone Survey		On-line survey					
	Residents		Residents		Businesses		Ward Cllrs	
	Agreed	Disagreed	Agreed	Disagreed	Agreed	Disagreed	Agreed	Disagreed
Car Park usage								
	Main reason for using a car park in the district is shopping for food, for other goods and services						Not applicable	
	The most frequent duration of stay is 1 – 2 hours				More than 4 hours		Not applicable	
The most important factors in choosing a car parks are:	proximity of car park to final destination; ease of finding a space; free or reasonable charges						Not applicable	
How often do you find there are not enough spaces?			Majority sometimes find difficulty, some respondents most days and a small minority always					