

Chief Executive: Peter Holt

## **SUPPLEMENTARY PACK**

# **Scrutiny Committee**

**Date:** Tuesday, 13th February, 2024

**Time:** 7.00 pm

Venue: Council Chamber - Council Offices, London Road, Saffron Walden,

**CB11 4ER** 

**Chair:** Councillor N Gregory

Members: Councillors M Ahmed, G Bagnall (Vice-Chair), C Criscione,

B Donald, R Gooding, R Haynes, S Luck, C Martin, A Reeve and

G Sell

# ITEMS WITH SUPPLEMENTARY INFORMATION PART 1

## **Open to Public and Press**

## 8 Car Park Review Consultation Response

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To consider the Car Park Review Consultation Response.



Chief Executive: Peter Holt

# For information about this meeting please contact Democratic Services

Telephone: 01799 510369, 510410, 510460 or 510548

Email: Committee@uttlesford.gov.uk

## **General Enquiries**

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# Agenda Item 8

Committee: Scrutiny Committee Date:

Title: Car Park Review and Consultation Responses

Tuesday, 13
February 2024

**Report** Angela Knight, Director of Business Performance

**Author:** and People

aknight@uttlesford.gov.uk

#### **Summary**

- 1. The council in partnership with North Essex Parking Partnership (NEPP) commissioned a Parking review across the district, this was carried out by an external company with expertise and experience in parking, Parking Matters Ltd.
- 2. One specific area of the review looked at our current parking tariffs which have not had a complete review for 8 years, previous tariff changes were implemented in 2015.
- 3. A further detailed review was then commissioned to focus on our car park tariffs. This identified that it would be reasonable to increase our charges across all our car parks.
- 4. This report and the associated appendices set out the detail of the proposed increases and changes to car park tariffs.
- 5. The council ran a formal consultation for a period of 21 days as required by The Traffic Management Act 1984. The consultation ran from the 11 January 2023 to 2 February 2024.
- 6. A total of 485 responses to the consultation have been received. In addition the Saffron Walden BID submitted a formal petition against the proposals.

#### Recommendations

7. It is requested that members of the Committee consider the consultation responses and the formal petition submitted on the increased tariffs and proposed changes to the management of the council's car parks and provide comment to Cabinet.

#### **Financial Implications**

8. All financial implications are set out in the main body of the report.

#### **Background Papers**

 The following papers were referred to by the author in the preparation of this report and are available for inspection from the author of the report.
 Uttlesford car parking review 2022 - Uttlesford District Council 10.

	<del>-</del>
Communication/Consultation	CMT and Cabinet members have seen the report.
	A formal consultation and publication of a notice of variation as set out in the 'Road Traffic Management Act 1984' has been carried out for 21 days, between the 11 January 2023 to 2 February 2024
Community Safety	N/A
Equalities	An EqHIA is attached
Health and Safety	N/A
Human Rights/Legal Implications	The Road Traffic Management Act 1984
Sustainability	N/A
Ward-specific impacts	N/A
Workforce/Workplace	N/A

## **Background**

- 11. The Council is only responsible for the off street parking function (car parks only) and has no jurisdiction over on street parking which is the responsibility of Essex County Council (ECC).
- 12. NEPP manage both the on and off street parking functions for UDC and ECC.
- 13. The on street parking function is governed by a Joint Panel Committee (JPC) and membership is made up of a member representative from all partner authorities. In addition officers work closely with the NEPP on matters relating to on-street parking, both members and officers provide key local knowledge on the impact of any initiatives, projects or decisions relating to on-street parking ensuring the needs of the district are fully represented.
- 14. A full review of Parking within the district was commissioned in partnership with NEPP for both on street and off street parking and was carried out in the summer of 2022 by an external consultancy company, Parking Matters Ltd. The full report can be found using the following link <a href="Uttlesford car parking review 2022 Uttlesford District Council">Uttlesford car parking review 2022 Uttlesford District Council</a>
- 15. The review focused on three key areas, and these are set out below.
  - Car Park Tariffs
  - Airport Parking
  - Town Centre Parking
- 16. This report deals with the Car Park Tariffs only.

- 17. The car park tariffs were subject to a review in 2015 and parking tariffs were increased to reflect the recommendations at that time, this was the first tariff increase since 2008. The changes to tariffs were increased by an average of 22%, although no increases were applied to coach parking at either Swan Meadow or Lower Street in the 2015 review.
- 18. The February 2023 Medium Term Financial Strategy (MTFS) identified the need for the Council to operate sustainably within available resources, including the need to reduce annual net expenditure by £6.6 million by 2027/28.
- 19. Blueprint Uttlesford is the council's change management programme set up to support the delivery of the MTFS and all Council services will be subject to a full service review. The schedule of reviews is planned over a four year period, and this was approved by Cabinet in June 2023. Parking tariffs were included in the schedule of reviews to be carried out in the first year of the programme, 2023/24.
- 20. Following the initial Parking review carried out in 2022/23 a further focused review was commissioned to look specifically at the council's car park tariffs. The report provides background information on parking charges, benchmarking data and inflationary implications had increases been applied more regularly. The report includes suggested recommendations for increases in charges and some specific changes to parking policies.
- 21. The following statement has been extracted from the main report provided by Parking Matters Ltd and summarises the council's responsibilities for parking.

Tariffs are a powerful tool for managing finite parking resources and influencing driver behaviour, for example to encourage higher turnover of parking spaces to support access to town centres. Unlike a private provider, local authorities must balance a range of policy objectives when setting tariffs and must consider the justification for parking management. The Road Traffic Management Act 1984 S.22 sets a duty: "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking on and off the highway...".

22. The full report has been attached as Appendix A.

## Car Park proposals under consultation

- 23. Members at their Cabinet meeting on the 20 December 2023 agreed to consult on the following proposals.
  - I. Extending the daily parking chargeable period to 6pm (currently 5pm)
  - II. To remove the 30 minute tariff from all Saffron Walden only car parks. This would make the minimum parking charge time one hour.
  - III. A flat rate charge for Sundays and Bank Holidays is introduced.

SUNDAY AND BANK HOLIDAYS -							
Flat rate charge							
Saffron Walden	£1.50						
Great Dunmow	£1.00						
Stansted Mountfitchet	£1.00						

IV. Catons Lane car park to become a chargeable car park, it is further proposed that the charges are aligned with Swan Meadow as both will function as long stay car parks.

Catons Lane is owned by Saffron Walden Town Council and currently offers free parking, Uttlesford has managed and maintained the car park on their behalf for many years.

Discussions have taken place and a full report setting out the options was presented to the Saffron Walden Town Council on 4 December, and all were in favour of supporting the option to make the car park chargeable and enter into a profit sharing agreement with Uttlesford.

V. London Road (Council Offices car park) to become a chargeable car park at weekends and charges for Saturday will be aligned with Swan Meadow as it will operate as a long stay car park.

It is proposed that a resident parking permit is introduced to align with the permit scheme offered to residents in Swan Meadow.

London Road currently offers free parking to shoppers and visitors to the town at weekends and to the residents of London Road in the evenings and weekends.

VI. To remove the long stay parking option and season tickets in Crafton Green, making the maximum stay three hours.

Stansted Mountfitchet currently offers long stay options in both Crafton Green and Lower Street car parks, the proposals are recommending that the long stay option and season tickets are no longer offered in Crafton Green. This would encourage long stay users to occupy Lower Street, users of the long stay option are, in the majority, commuters parking for the train station.

Crafton Green is owned by Stansted Parish Council and managed by UDC under a profit sharing agreement. It is acknowledged that Crafton Green long stay option is used by employees of Stansted Parish Council, separate discussions will be held with the Parish to accommodate the parking needs of their employees.

VII. To remove the season ticket option in Chequers Lane, this has always been a short stay car park and season tickets are normally only provided in long stay car parks.

Historically season tickets have been issued at no cost to parents dropping off and picking up their children from St Marys Primary School where there is very limited parking in the area. These season tickets have no time restrictions, and it is proposed that an alternative option is set up to assist in traffic congestion during these periods, allowing parents to use the car park for limited periods of time during pick up and drop off to school.

VIII. To introduce a hybrid season ticket to accommodate the change in people's working patterns. This would offer discounted parking in the same way a standard season ticket does, but with a variation to the number of days it is usable in a fixed period of time.

An example of the type of variation offered is set out below.

## **Hybrid Season Tickets**

3 day season ticket – to be paid in advance for a minimum of 4 weeks. This would allow a maximum of 12 day visits to a car park` per 28 day period to be utilised flexibly.

3 day part time season ticket – to be paid in advance for a minimum of 4 weeks. This would allow up to 5 hours use for a maximum of 12 days in a 28 day period. This would be suitable for part-time employees.

IX. The MiPermit convenience fee is passed onto the user when paying for their parking.

The pay by phone option (MiPermit) charges a 10p 'convenience' charge per transaction for using the app and currently the council covers the full cost of this charge. It is proposed that car park users using the app will be notified when purchasing their parking that this charge will be added to the cost.

All machines in the council's car parks offer both the MiPermit app or pay by card options, so if the user does not want to pay the convenience charge, they can opt to pay by debit/credit card at the machine.

#### **Car Park Tariffs and Season Tickets**

- 24. Members were provided with three options for each element of parking tariffs, for general parking, coach parking and season tickets and these are set out in the following tables
- 25. Members at the Cabinet meeting on 18 December 2023 approved the following options for consultation.
  - Car Park Tariffs Option 2
  - Season Tickets Option 3
  - Coach Parking Option 3

## **Great Dunmow**

	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Angel Lane, Chequer's Lan	e and New	Street						
Existing	£0.40	£0.60	-	£1.20	-	-	-	3 hrs
Option 1 Proposed	£0.60	£1.00	-	£1.50	-	-	-	3 hrs
Increase (£)	£0.20	£0.40	-	£0.30	-	-	-	
% Increase	50%	67%	-	25%	-	-	-	
Option 2 Proposed + 20p	£0.80	£1.20	-	£1.70	-	-	-	3 hrs
Increase (£)	£0.40	£0.60	-	£0.50	-	-	-	3 hrs
% Increase	100%	100%	-	42%	-	-		
Option 3 Proposed + 50p	£1.10	£1.50	-	£2.00	-	-	-	3 hrs
Increase (£)	£0.70	£1.50	-	£2.00	-	-	-	3 hrs
% Increase	175%	150%	-	67%	-	-	-	
White Street								
Existing	£0.40	£0.60	-	£1.20	£2.00	£2.40	£3.50	All day
Option 1 Proposed	£0.60	£1.00	-	£1.50	£2.50	£3.00	£4.00	All day
Increase (£)	£0.20	£0.40	-	£0.30	£0.50	£0.60	£0.50	
% Increase	50%	67%	-	25%	25%	25%	14%	
Option 2 Proposed + 20p	£0.80	£1.20	_	£1.70	£2.70	£3.10	£4.20	All day
Increase (£)	£0.40	£0.60	_	£0.50	£0.70	£0.70	£0.70	
% Increase	100%	100%	-	42%	35%	29%	20%	
Option 3 Proposed + 50p	£1.10	£1.50	_	£2.00	£3.00	£3.50	£4.50	All day
Increase (£)	£0.70	£0.90	-	£0.80	£1.00	£1.10	£1.00	•
% Increase	175%	150%	-	67%	50%	46%	29%	

#### Saffron Walden

26. Catons Lane and London Road currently offer free parking, both Car Parks offer long stay parking options. The proposal is that if charging is introduced the tariffs will align with Swan Meadow to ensure consistency across the long stay car parks in the town.

	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr <	hrs (all	Max Stay
Caton's Lane and Londo	on Road							
PML Proposal	-	-	£1.00	-	£2.00	-	£3.00	All day
Charges aligned with S	wan Meadow	/ Car Park						
Proposed	-	£1.00	£2.00	-	£3.00	£3.50	£4.50	All day
Proposed + 20p	-	£1.20	£2.20	-	£3.20	£3.70	£4.70	All day
Proposed + 50p	-	£1.50	£2.50	-	£3.50	£4.00	£5.00	All day

London Road will only offer parking to shoppers and visitors to the Town at weekends.

	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
<u>Fairycroft</u>							, a a.a. y ,	
Existing	£0.50	£0.70	£1.20	£2.00	-	-	-	3 hrs
Option 1 Proposed	_	£1.00	£2.00	£3.00	_	_	_	3 hrs
Increase (£)	_	£0.30	£0.80	£1.00				
% Increase	-	43%	67%	50%				
Option 2 Proposed + 20p	_	£1.20	£2.20	£3.20	_	_	_	3 hrs
Increase (£)		£0.50	£1.00	£1.20				31113
% Increase	-	71%	83%	60%				
70 mercuse		71/0	03/0	0070				
Option 3 Proposed + 50p	-	£1.50	£2.50	£3.50	-	-	-	3 hrs
Increase (£)	-	£0.80	£1.30	£1.50				
% Increase	-	114%	108%	75%				
Rose & Crown								
Existing	£0.50	£0.70	£1.20	-	-	-	-	2 hrs
Option 1 Proposed	-	£1.00	£2.00	_	_	_	_	2 hrs
Increase (£)	_	£0.30	£0.80					_
% Increase	-	43%	67%					
Option 2 Proposed + 20p		£1.20	£2.20					2 hrs
	-		£2.20	-	-	-	-	21115
Increase (£)	-	£0.50						
% Increase	-	71%	83%					
Option 3 Proposed + 50p	-	£1.50	£2.50	-	-	-	-	2 hrs
Increase (£)	-	£0.80	£1.30					
% Increase	-	114%	108%					
Common								
Existing	£0.50	£0.70	£1.20	£2.00	-	-	-	3 hrs
Option 1 Proposed	_	£1.00	£2.00	£3.00	-	-	-	3 hrs
Increase (£)	_	£0.30	£0.80	£1.00				
% Increase	-	43%	67%	50%				
Option 2 Proposed + 20p		£1.20	£2.20	£3.20				3 hrs
Increase (£)	-	£0.50	£1.00	£1.20	-	-	-	51115
% Increase		71%	83%	60%				
70 mercuse		71/0	03/0	0070				
Option Proposed + 50p	-	£1.50	£2.50	£3.50	-	-	-	3 hrs
Increase (£)		£0.80	£1.30	£1.50				
% Increase		114%	108%	75%				
Swan Meadow								
Existing	-	£0.70	£1.20	-	£2.00	£2.50	£3.50	All day
Option 1 Proposed	-	£1.00	£2.00	-	£3.00	£3.50	£4.50	All day
Increase (£)		£0.30	£0.80	-	£1.00	£1.00	£1.00	•
% Increase		43%	67%	-	50%	40%	29%	
Option 2 Proposed + 20p	_	£1.20	£2.20	_	£3.20	£3.70	£4.70	All day
Increase (£)		£0.50	£1.00	_	£1.20	£1.20	£1.20	۵۵γ
% Increase		71%	83%	-	60%	48%	34%	
Ontion 2 Branced + FOr-		£1 E0	£3		£2.40	£4.00	£E 00	د المام
Option 3 Proposed + 50p Increase (£)	-	£1.50 £0.80	£2.50 £1.30	-	£3.40 £1.40	£4.00 £1.50	£5.00 £1.50	All day
% Increase		£0.80 114%	108%	-	70%	60%	43%	

## **Stansted Mountfitchet**

	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Crafton Green								
Existing	£0.40	£0.60	0	£1.20	-	-	£3.00	All day
Option 1 Proposed	£0.60	£1.00	£1.50	£2.00	-	-	-	3 hours
Increase (£)	£0.20	£0.40	£1.50	£0.80				
% Increase	50%	67%	100%	67%				
Option 2 Proposed + 20p	£0.80	£1.20	£1.70	£2.20	-	-	-	3 hours
Increase (£)	£0.40	£0.60	£1.70	£1.00				
% Increase	100%	100%	100%	83%				
Option 3 Proposed + 50p	£1.10	£1.50	£2.00	£2.50	-	-	-	3 hours
Increase (£)	£0.70	£0.90	£2.00	£1.30				
% Increase	175%	150%	100%	108%				
Lower Street								
Existing	£0.40	£0.60	£1.00	£1.20	£2.00	£2.40	£4.70	All day
Option 1 Proposed	£0.60	£1.00	£1.50	£2.00	£2.50	£3.00	£5.00	All day
Increase (£)	£0.20	£0.40	£0.50	£0.80	£0.50	£0.60	£0.30	
% Increase	50%	67%	50%	67%	25%	25%	6%	
Option 2 Proposed + 20p	£0.80	£1.20	£1.70	£2.20	£2.70	£3.20	£5.20	All day
Increase (£)	£0.40	£0.60	£0.70	£1.00	£0.70	£0.80	£0.50	
% Increase	100%	100%	70%	83%	35%	33%	11%	
Option 3 Proposed + 50p	£1.10	£1.50	£2.00	£2.50	£3.00	£3.50	£5.50	All day
Increase (£)	£0.70	£0.90	£1.00	£1.30	£1.00	£1.10	£0.80	
% Increase	175%	150%	100%	108%	50%	46%	17%	

27. Coach Parking is offered at Swan Meadow in Saffron Walden and Lower Street in Stansted Mountfitchet.

Coaches - Swan Me	adow (Saffron W	alden) and L	ower Street
	1/2 Day	All day	Max Stay
Existing	£3.00	£6.00	All day
Proposed	£6.00	£10.00	All day
Increase (£)	£3.00	£4.00	
% Increase	100%	67%	
Option 2	£7.00	£12.00	All day
Increase (£)	£4.00	£6.00	All day
% Increase	133%	100%	
Option 3	£8.00	£14.00	All day
Increase (£)	£5.00	£8.00	All day
% Increase	167%	133%	

#### **Season Tickets**

- 28. Seasons tickets are a cost effective option for users who park regularly in a specific car park. Season tickets are offered at a discounted rate compared to paying for parking on a day to day basis.
- 29. Season Tickets will be calculated across 7 days instead of 6 due to the proposal for charging on Sundays and Bank Holidays. Resident parking permits are charged at the same rate as on street parking permits.
- 30. The following two tables should be considered alongside each other, as the second table provides additional information to support the first table.
  - The first table provides details of the current cost of a season ticket in each car park and offers three options on increasing the cost.
  - The second table provides details on the % discounts applied for each season ticket option compared to each of the three tariff options.

Table 1 – Season Ticket options

		Ex	isting			Opti	on 1			Opti	on 2			Opti	on 3		Number held
	1	3	6	12	1	3	6	12	1	3	6	12	1	3	6	12	@ October
	month	months	months	months	2023												
o		_			_	_	_		_	_	_			_	_		
Saffon Walden																	
Swan Meadow (employed locally)	£30	£90	£175	£300	£45	£135	£220	£385	£60	£160	£280	£440	£75	£200	£350	£550	124
% Increase to existing					50%	50%	26%	28%	100%	78%	60%	47%	150%	122%	100%	83%	
Swan Meadow (Resident)	-	-	-	£70	-	-	-	£78	-	-	-	£78	-	-	-	£78	44
% Increase to existing								11%				11%				11%	
Catons Lane (employed locally)	-	-	-	-	£45	£135	£220	£385	£60	£160	£280	£440	£75	£200	£350	£550	NEW
London Road (Resident)	-	-		-	-	-	-	£78	-	-	-	£78	-	-	-	£78	NEW
Great Dunmow																	
Chequers Lane	-	-	£175	£300	-	-	-	-	-	-	-	-	-	-	-	-	-
White Street (employed locally)	£30	£90	£175	£300	£40	£120	£200	£350	£55	£150	£250	£400	£65	£175	£300	£450	80
% Increase to existing					33%	33%	14%	17%	83%	67%	43%	33%	117%	94%	71%	50%	
Stansted Mountfitchet																	
Crafton Green	-	-	£220	£420	-	-	-	-	-	-	-	-	-	-	-	-	-
Crafton Green(Employed Locally)	-	-	£130	£250	-	-	-	-	-	-	-	-	-	-	-	-	16
Lower Street(Employed Locally)	£30	£90	£130	£250	£40	£120	£200	£350	£55	£150	£250	£400	£65	£175	£300	£450	26
% Increase to existing					33%	33%	54%	40%	83%	67%	92%	60%	117%	94%	131%	80%	
Lower Street (Resident)	-	-	-	£35	-			£78	-		-	£78	-	-	-	£78	23
% Increase to existing								123%				123%				123%	
Lower Street	-	-	£220	£420	-	-	£450	£775	-	-	£470	£795	-	-	£490	£810	6
% Increase to existing					-	-	105%	85%	-	-	114%	89%	-	-	123%	93%	

Table 2 - Season Ticket % discounts

	Daily	Annual	Season	Discounted
Season Ticket existing discounts	charge	charge	ticket	%
Swan Meadow	£3.50	£1,092.00	£300.00	73%
White Street	£3.50	£1,092.00	£300.00	73%
Lower Street (Local employed)	£4.70	£1,466.40	£250.00	83%
Lower Street (Commuter)	£4.70	£1,466.40	£420.00	71%

Season Ticket Options	Option 1	tariffs	Option 2 tariffs		Option 3	3 tariffs
Swan Meadow	Cost	Discounted %	Cost	Discounted %	Cost	Discounted %
Daily charge	£4.50		£4.70		£5.00	
Annual charge	£1,482.00		£1,544.40		£1,638.00	
Option 1 season ticket	£385.00	74%	£385.00	75%	£385.00	76%
Option 2 season ticket	£440.00	70%	£440.00	72%	£440.00	73%
Option 3 season ticket	£550.00	63%	£550.00	64%	£550.00	66%
White Street						
Daily charge	£4.00		£4.20		£4.50	
Annual charge	£1,300.00		£1,362.40		£1,456.00	
Option 1 season ticket	£350.00	73%	£350.00	74%	£350.00	76%
Option 2 season ticket	£400.00	69%	£400.00	71%	£400.00	73%
Option 3 season ticket	£450.00	65%	£450.00	67%	£450.00	69%
Lower Street (Local employed)						
Daily charge	£5.00		£5.20		£5.50	
Annual charge	£1,612.00		£1,674.40		£1,768.00	
Option 1 season ticket	£350.00	78%	£350.00	79%	£350.00	80%
Option 2 season ticket	£400.00	75%	£400.00	76%	£400.00	77%
Option 3 season ticket	£450.00	72%	£450.00	73%	£450.00	75%
Lower Street (Commuter)						
Daily charge	£5.00		£5.20		£5.50	
Annual charge	£1,612.00		£1,674.40		£1,768.00	
Option 1 season ticket	£775.00	52%	£775.00	54%	£775.00	56%
Option 2 season ticket	£795.00	51%	£795.00	53%	£795.00	55%
Option 3 season ticket	£810.00	50%	£810.00	52%	£810.00	54%

#### Income

- 31. Parking Matters Ltd tariff report looked at the inflationary impact since 2015 had the council increased tariffs annually in line with inflation. The report shows that had the council increased its tariffs in line with RPI each year, this would have increased income by approximately 37% (£320,000) in 2022/23.
- 32. The following table sets out the estimated income that could be achieved for each of the options. The table sets out the income based on all options being the same for each activity, but individual income lines are included in the table to allow for an easy calculation of total income should a mix and match approach be applied. It should be noted that these are estimates based on current usage and footfall. The industry norm. estimates for every 10% increase in charges a reduction of 1-4% usage could be expected. Due to the element of estimation in the overall income, the user reduction has not been factored into the forecast income as it is expected to have a relatively low impact.

Forecast Annual Revenue Impact (Exc. VAT)	Option 1 PML Proposed	Option 2 Proposed + 20p	Option 3 Proposed + 50p	Options approved by Cabinet for consultation
Review of Tariffs	£299,569	£392,267	£506,184	£392,267
Catons Lane	£60,000	£63,600	£67,200	£63,600
London Road (weekends only)	£26,550	£28,143	£29,736	£28,143
Profit share adjustment	-£81,493	-£98,605	-£120,010	-£98,605
Car Park Tariff Sub Total	£304,627	£385,406	£483,110	£385,406
Season Ticket Review	£20,000	£30,000	£45,000	£45,000
Increase in Charging Hours	£30,000	£30,000	£30,000	£30,000
Sunday/bank holiday charges	£50,000	£50,000	£50,000	£50,000
Tariff income increases	£404,627	£495,406	£608,110	£510,406
Convience Fee passed on to user	£25,000	£25,000	£25,000	£25,000
Total Income	£429,627	£520,406	£633,110	£535,406

- 33. The profit share adjustments are in place for the car parks we do not own but provide a management and maintenance service for. Fairycroft, The Rose and Crown in Saffron Walden and Crafton Green in Stansted are all managed by the council under a profit share agreement. If Caton's Lane becomes chargeable this will also be managed by the council under a similar agreement.
- 34. The table below sets out the estimated additional income for each car park, the figures include the adjustment for the profit share agreements.

Forecast Annual Revenue Impact (Exc. VAT)	Option 1 PML Proposed	Option 2 Proposed + 20p	Option 3 Proposed + 50p
Saffron Walden			
Fairycroft	£64,098	£82,230	£105,462
The Common	£61,427	£76,543	£86,800
Rose & Crown	£5,305	£6,571	£8,231
Swan Meadow	£60,967	£73,806	£91,556
Catons Lane	£30,000	£31,800	£29,736
London Road (weekend only)	£26,550	£28,143	£33,600
	£248,347	£299,093	£355,385
Great Dunmow			
Angel Lane	£7,874	£12,289	£18,475
Chequer's Lane	£8,086	£12,698	£19,106
New Street	£3,007	£4,626	£6,823
White Street	£28,990	£44,113	£65,119
	£47,957	£73,726	£109,523
Stansted Mountfitchet			
Crafton Green	£3,456	£5,414	£7,871
Lower Street	£4,867	£7,173	£10,331
	£8,323	£12,587	£18,202
Total Income	£304,627	£385,406	£483,110

#### **Consultation and Notification of Variation Process**

- 35. The consultation was conducted in line with the requirements of the under the legislation as set out in the Road Traffic Regulation Act 1984 (as amended) ("the Act") and the Traffic Management Act 2004 (as amended) to update the councils Off Street Parking Order, this sets the legal basis for providing parking spaces, setting appropriate charges and enforcing restrictions.
- 36. The council was required to formally consult on any changes it is considering making to the management of its car parks for a minimum period of 21 days. Although the council is not required to formally consult on increases to our car parking tariffs and season ticket charges it is required to issue and advertise a formal Notification of Variation for a minimum period of 21 days prior to increasing prices.
- 37. All responses to the consultation and any the council receive on the Notification of Variation will be responded to on an individual basis once a decision has been made at the Cabinet meeting on the 20 February 2023.

#### **Consultation Responses**

- 38. The total number of responses received were 485 of the responses 13 provided either positive or neutral comments about the changes.
- 39. The email responses have been collated into one document which is attached as Appendix B, there were also 8 letters received, three from residents and five from Town or Parish councils, Business forums, Saffron Walden BID Team and Waitrose which are attached as Appendix B (i viii).
- 40. The majority of the responses were related to Saffron Walden and the responses have been broken down below.
  - Saffron Walden 315
  - Great Dunmow 37
  - Stansted Mountfitchet 18
- 41. The most recurring comment was related to the high percentage increases being proposed on both the tariffs and the season tickets, but season tickets seem to be raising the highest level of concern.
- 42. The key areas of concern have been summarised in the following table and includes collective comments taken from the individual responses received.

Proposals	Responses rec'd	Summary of responses	Financial impact
Tariff increases (option 2)	188 comments directly mention tariff increases	increases.	£81,000 income reduction if option 1 charges are applied
	A further 186 are general responses	Cost of living crisis is already affecting both residents individually and businesses.  This would have a detrimental effect on the local economy which is already suffering from	

Proposals	Responses rec'd	Summary of responses	Financial impact
	saying they disagree with all the higher charges	falling footfall.  Detrimental to charity shops and voluntary sector who cannot afford to pay higher charges whilst giving up their time.  Lack of public transport makes visiting the town by car inevitable so no option but to pay higher charges.  People will travel to other towns where parking is free (Ely is mentioned frequently) or cheaper.  Comments made about the poor state of maintenance of the car parks and a lack of CCTV.	
Remove 30 minute tariff in Saffron Walden	103	Overall not well received.  Removal of this affects residents dropping off their children, particularly those who attend RA Butler and St Thomas Moore and park in Fairycroft.  The school catchment area includes surrounding villages, parents have to drive to the school.  Removal penalises people who just want to pop into town to pick up a prescription or quick bit of shopping.  Concerns more people will park illegally or inconsiderately in nearby residential streets.	No material impact
Season Ticket increases (option 3)	61 (NB. This figure includes very few town centre businesses as the SWBID and Dunmow Town Team responded on their behalf.)	Cost of living is already affecting workers and businesses.  The high percentage increases are disproportionately affecting the lower paid working sector as many of these work in hospitality or retail.  Workers will choose to work elsewhere where they can afford to park.	£15,000 income reduction if option 2 applied £25,000 income reduction if option 1 applied
Caton's lane being charged	79	General comments relating to it no longer being a free car park and affecting trade and	Overall estimated income for

Proposals	Responses rec'd	Summary of responses	Financial impact
in line with Swan Meadow charges		businesses.  Low paid workers can park here which helps support retail and hospitality.	charging £64,000, management share agreement with SWTC -
		Market traders historically use this car park and are currently struggling with trade on a Tuesday so would add an additional financial burden to pay for parking.	UDC estimated share £32,000
		A minority of comments from local residents who use this area to park.	
		Used extensively by people wanting to visit Bridge End Gardens, the play park or dog walk in the area.	
		Concerns about more people parking illegally or inconsiderately in nearby residential streets.	
London Road charging on Saturday's in line with Swan Meadow charges	66	General comments relating to it no longer being a free car park and affecting trade and businesses.  Comments that if the public are to be charged to use this car park at weekends, then council officers should also be charged during the week.	£2,000 reduction in income if option 1 tariff applied on Saturdays instead of option 2
		Comments from residents living nearby concerned that this will mean householders who currently park in London Road at weekends will now park in their streets.	
		Too far out of town to be charged the same as other car parks.	
Flat rate charging on Sundays and Bank	109	Generally not well received.  Affecting church goers who are coming to church in Saffron Walden.	Income £50,000
Holidays		Largest response is in regard to Crafton Green, this is affecting volunteers and users of Touchpoint Centre where the Sunday afternoon sessions are used to help socially isolated residents from nearby villages.	
		Responses questioning why there needs to be a flat rate; means they may pay more to go to the shops than they would during the week.	

Proposals	Responses rec'd	Summary of responses	Financial impact
		Car parking in Saffron Walden is already problematic on a Sunday with people parking inconsiderately as no restrictions on the yellow lines. If forced to pay those using the car parks will add to this problem as they move onto streets.  A minority of comments from local residents who use the car parks to park their cars at weekends as they do not have dedicated parking.	
Remove long stay option from Crafton Green	13	Volunteers and users of Touchpoint Centre. Some volunteers stay all day to run the café/foodshare     Local businesses are affected as employees park here during the day.     Residents park here as no dedicated parking     Visitors staying at The Linden hotel  All assert that the walk uphill from Lower Street takes approx. 15/20 minutes which will stop people doing this.  Concerns that this will merely push people into parking on nearby residential streets which already suffer issues with fly parking and commuter parking.	The main impact would be loss of season ticket income currently approx. £4,000
Remove season tickets from Chequers Lane	2	Will mean more people will park illegally or inconsiderately in nearby residential streets.  Convenient for employees of local businesses to park here. Removal of this option will mean they will have to walk to White Street in the evening which is unpleasant for a woman on her own due to intimidating teenagers who hang out here.	Minimal impact as these were a mix of locally employed purchased and free of charge to parents to drop off their children. Parents tickets to continue free but will now be time limited to school pick up and drop off.  Locally employed will be able to purchases season tickets for

Proposals	Responses rec'd	Summary of responses	Financial impact
			White Street
Introduction of Hybrid season tickets	1	Only one comment who said it was probably a good idea.	New ticket option, no estimate of income available
Additional hour of charging	60	Majority of comments relate to the fact few shops were open after 5/5.30 so not sure what the point of this was.  Penalising people wanting to pop into shops to pick up food/take aways ofter work.	£30,000estimated additional income
		to pick up food/take aways after work  Penalising local people who pop to the shops/pharmacy outside busy periods and take advantage of the free parking after 5pm  Car parks are generally empty at this time so	
		no justification to charge.  Additional burden on working families paying to pick children up from after school childcare.  A minority of comments from local residents	
		who use the car parks to park their cars after 5pm as they do not have dedicated parking.	
Convenience fee	37	General comments are that UDC should absorb this cost as we have promoted the app.	£25,000 cost to the Council if not applied
		People will stop using the app meaning they won't be able to extend their stay when needed. Detrimental to businesses.	

43. A summary of responses from the letters received from key stakeholders has been provided below.

## Waitrose plc - joint owner of Fairycroft Road car park

- I. Object to increased tariffs, extending to 6pm and Sundays
  - such a significant level of tariff is unjustifiable in the context of ongoing cost of living pressures
  - Will stop people visiting both the town and Waitrose.
- II. Object to the season ticket increases
  - 150% increase in monthly ticket and 122% increase in 3 month ticket completely unjustified.

## **Saffron Walden Business Improvement District**

- I. Object to increased tariff
  - Charges are higher than those recommended by the consultants who benchmarked against similar towns

- Cost of living, inflation and dropping footfall is having an impact
- II. Sunday parking
  - Will lead to rise in anti-social parking which is already a problem in Walden
  - Trading on Sunday has increased since the pandemic and this will be deterred by Sunday charges
- III. Catons Lane and London Road
  - Catons Lane used by workers. Removal will negatively impact recruitment and could see businesses move out of the town centre
- IV. Season Tickets
  - Increases are significantly higher than those recommended by the consultants
  - Most workers are in retail and hospitality which are usually minimum wage so hard to afford increases

## Stansted Mountfitchet Parish Council – owner of Crafton Green car park

- I. Object to increased tariff
  - Proposals are well above inflation levels.
  - Excessive and unjustifiable
- II. Removal of long stay at Crafton Green
  - No reason given for this. Where will workers park? Push them onto neighbouring streets
  - Detrimental effect on Touchpoint volunteers
- III. Sunday parking
  - Currently no benefit to the community.
  - Appreciate a low charge but concerned this will continue to rise over time
- IV. Lower Street needs urgent reconfiguration

## Stansted Business Forum and Economic Development Group

- I. Tariffs are well above inflation levels. Significant in light of ongoing cost of living pressures
- II. Footfall has dropped significantly in recent years
- III. Aging population who has not had their income increased by 100% so how can UDC justify raising tariff by this amount

#### **Great Dunmow Town Team**

- I. Footfall at all time low so higher prices not welcome. People will go where parking is free or cheap
- II. Footfall on a Sunday is non-existent so no reason to charge.
- III. Charging the convenience fee for the MiPermit app will stop people using it. The app works well as people can extend their stay and take advantage of the local shops.

### **Churches Together**

- I. Tariff increases need to be proportionate. There is no good reason for the increases proposed
- II. Public transport is poor, so people have no option but to drive
- III. Sundays no bus services at all and many of the churches are attended from people outside Walden. Charges will impact congregations.

#### Saffron Walden BID Team Petition

44. The Saffron Walden BID Team submitted a petition at 10 am on the 5 February 2024. The petition can be viewed using the following link: <a href="Paper Petition-Modern Council (moderngov.co.uk">Paper Petition - Modern Council (moderngov.co.uk)</a>.

45. The Council's petition scheme contained in the Constitution states the following in regard to the Council's response to the petition:

"The Council's response to a petition will depend on what a petition asks for and how many people have signed it. The Council will consider all the specific actions it can potentially take on the issues highlighted in a petition, but its response may include one or more of the following:

- taking the action requested in the petition
- considering the petition at a Council meeting (if there are at least 3,600 signatures)
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- referring the petition for consideration by the Council's Scrutiny Committee (if there are at least 1,800 signatures, or for other valid reasons)
- writing to the petition organiser setting out the Council's views about the request in the petition"
- 46. On submission of the petition it was indicated that 3,000 signatures had been obtained from both paper copies of the petition and the online version. On initial checks made by officers the number of signatures is 2,406.
- 47. As per the Council's petition scheme (1,800 signatures obtained), Car Park Tariffs will be debated at the next Scrutiny Committee meeting on 13 February. The organisers have been invited to attend the meeting to present their petition.
- 48. The petition statement requests:

"As a resident of Saffron Walden, I am deeply concerned about the proposed parking tariff increases by Uttlesford District Council (UDC). Despite commissioning consultants to suggest new tariffs, UDC are choosing to ignore these recommendations and instead propose to increase prices on all areas of parking by as much as 133% in some areas. This is not just an arbitrary figure; it's a significant hike that will affect employees, shoppers and visitors alike.

Furthermore, UDC proposes to abolish free Sunday parking in all carparks. This move will undoubtedly discourage people from visiting our town during weekends, negatively impacting local businesses who rely on weekend footfall for their livelihoods.

Lastly, there are plans for huge increases in season ticket prices. These changes will disproportionately affect employees who commute daily using these facilities. The financial burden this places on working individuals is unjust and unacceptable.

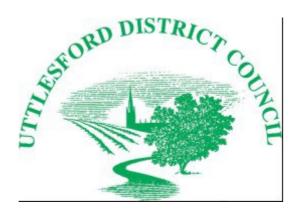
These proposed changes seem more like a revenue-generating scheme than an attempt at improving our town's parking system. We must stand together against these unjustified increases that threaten the vibrancy and accessibility of our beloved town. Please show your support by signing this petition against the proposed parking tariff increases in Saffron Walden. Together we can make a difference!"

# **Risk Analysis**

Risk	Likelihood	Impact	Mitigating actions
The income predictions are not achieved	2	2	Income will be monitored closely as part of the budget monitoring process to allow for early intervention if required
Footfall in the car parks reduces	2	2	User data will be collected on a monthly basis, this has been made easier to monitor with the installation of the new machines as part of the cashless initiative
Season tickets purchased decrease	2	2	This is a medium risk but will be monitored, most season tickets are purchased by locally employed.
			The commuter tickets in Stansted are a higher risk as these are increasing at a higher rate. But when compared to neighbouring areas still evidence good value for money

<sup>1 =</sup> Little or no risk or impact

<sup>2 =</sup> Some risk or impact
2 = Some risk or impact – action may be necessary.
3 = Significant risk or impact – action required
4 = Near certainty of risk occurring, catastrophic effect or failure of project.



# Review of Car Park Tariffs and Season Tickets

**Technical Report** 

October 2023



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#### 1 Introduction

The comprehensive parking study carried out by Parking Matters Ltd (PML) in 2022 for Uttlesford District Council (UDC) proposed an action plan to improve vehicle parking in the district. A key early action was to review the car park tariffs and season tickets across the district to align them with the current commuting and retail environment within Uttlesford.

Tariffs are a powerful tool for managing finite parking resources and influencing driver behaviour, for example to encourage higher turnover of parking spaces to support access to town centres. Unlike a private provider, local authorities must balance a range of policy objectives when setting tariffs and must consider the justification for parking management. The Road Traffic Management Act 1984 S.22 sets a duty: "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking on and off the highway...".

This note sets out the technical work undertaken by PML to advise the Council on tariffs and season tickets. We recognise that there will be various opinions on the exact structure, tariff level, and type of restriction. This work reflects our experience of working within, and advising, public and private sector operators across the country over many years.

The ultimate decision for tariffs and policies rests with UDC as the elected body for the district.

Background information on car parking charges and the towns in the district can be found in the 2022 Review.

## 1.1 Methodology

The Methodology is designed to provide cost-effective advice utilising PML's recent experience across the country. It follows the process below:

- 1. Data Collection building on the work undertaken in 2022.
- 2. Benchmarking and Comparative Analysis using nearby towns and those in the wider area with similar characteristics as comparators, updating and supplementing the work carried out 2022.
- 3. Income modelling using proven modelling tools to model income based on different scenarios, including evening and Sunday charging modelled separately.
- 4. Policy justification and recommendations using our experience of carrying out tariff reviews and making recommendations in line with the Council's wider policy objectives (including making the case for change, setting out our recommendations for new tariffs and explaining our thinking).

Data utilised is set out below:

- Updated income by tariff band by site for pay-by-phone / card payment.
- Cash collection by site
- Updated financial records of income by site
- Season ticket data (number of ticket holders and prices)
- Update of 2021 surveys with simple beat counts, evening surveys (21:00 23:00) and Sunday surveys.

This technical note sets out a summary of the work undertaken alongside:

- Consideration of non-charge parking sites
- Balance of short/long term parking between sites
- Season ticket structure, discounts, and pricing review
- Impact of extending evening and introducing Sunday charging
- Tariff benchmarking with reference to nearby and comparable towns
- Recommended tariffs and structure by site

• Appendix: information and tariff tables for insertion into the Off-Street Parking Places Order.

### 2 Current Tariffs

The tariff levels were last increased in 2015, and in 2017 the charging hours at the car parks were reduced from 0800 to 1800 to 0800 to 1700. The charges for the Council's car parks in Great Dunmow (GD), Saffron Walden (SW) and Stansted Mountfitchet (SM) are shown in Figure 1 below.

Figure 1. UDC Parking Charges

Up to (hours)	1/2	1	2	3	4	5	6	9
GD - Angel Lane	£0.40	£0.60		£1.20				
GD - Chequer's Lane	£0.40	£0.60		£1.20				
GD - New Street	£0.40	£0.60		£1.20				
GD - White Street	£0.40	£0.60		£1.20	£2.00	£2.40		£3.50
SW - Fairycroft	£0.50	£0.70	£1.20	£2.00				
SW - Rose & Crown	£0.50	£0.70	£1.20					
SW - Swan Meadow		£0.70	£1.20		£2.00		£2.50	£3.50
SW - Swan Meadow								
Coach						£3.00		£6.00
SW - The Common	£0.50	£0.70	£1.20	£2.00				
SM - Crafton Green	£0.40	£0.60		£1.20				£3.00
SM - Lower Street	£0.40	£0.60	£1.00	£1.20	£2.00		£2.40	£4.70

# 3 Strategic Context for a Tariff Review

At a time when local authority budgets are constrained, it is increasingly important that parking services generate income to support the Council and protect services overall, whilst ensuring that parking supply continues to support local businesses and communities. Implementing a reasonable charging policy can help meet these objectives. Charges in Uttlesford have not increased for 8 years, whilst the cost of operating car parks has increased each year due to inflation, thus increasing the pressure on the Council's finances. It can be argued that parking charges should be subject to regular/annual inflationary reviews to ensure that parking revenue surpluses are maintained in real terms to help fund the operation of the service and to allow investment in repairs and improvements to the parking estate and surroundings. In future, we would recommend that tariffs are reviewed at least bi-annually. This will allow the Council to monitor the impact of future changes on parking behaviour and to amend tariffs according to economic and policy objectives.

As a guide, if the Council had increased current parking tariffs in line with the retail price index since the last increase in 2015 this would have resulted in the revised tariffs shown in Figure 2 below (rounded up to the nearest 10p).

Figure 2. Indicative Impact of Inflationary Rises to Current Tariff Structures (Since Last Increase in 2015)

Up to (hours)	1/2	1	2	3	4	5	6	9
GD - Angel Lane	£0.60	£0.90		£1.80				
GD - Chequer's Lane	£0.60	£0.90		£1.80				
GD - New Street	£0.60	£0.90		£1.80				
GD - White Street	£0.60	£0.90		£1.80	£3.00	£3.60		£5.20
SW - Fairycroft	£0.80	£1.10	£1.80	£3.00				
SW - Rose & Crown	£0.80	£1.10	£1.80					
SW - Swan Meadow		£1.10	£1.80		£3.00		£3.70	£5.20

SW - Swan Meadow								
Coach						£4.40		£8.80
SW - The Common	£0.80	£1.10	£1.80	£3.00				
SM - Crafton Green	£0.60	£0.90		£1.80				£4.40
SM - Lower Street	£0.60	£0.90	£1.50	£1.80	£3.00		£3.60	£6.90

Based on available 2023 car park usage profiles, this revised tariff structure would have increased revenues by c.£320k in 2022/23 (c.37%). However, this approach to reviewing charges would not necessarily reflect the existing local offer and parking demand within each town, and consequently could negatively impact vitality. The following sections provide further analysis on the impact of parking tariff increases, summarise the findings of recently conducted usage surveys and present a benchmarking exercise comparing parking charges at comparable towns.

# 4 The Impact of Parking Charges on Town Centre Footfall

Car park charging is often perceived, particularly amongst businesses, as being a key determinant for changes in footfall levels in town and city centres. Over three-quarters of the business owners/workers interviewed for research in 2015, ('Assessing the impact of car parking charges on town centre footfall, (Welsh Government Report), Welsh Government, 2015', suggested that car parking options have an impact on the number of people coming into the town centre and therefore on their custom.

Beyond the anecdotal though, there is little published evidence linking changes in car park charges to changes in town centre footfall. However, most research generally concludes that visitors feel the general availability of spaces to be more important than cost in their overall decision about visiting. This is understandable as parking provision is only useful if customers can utilise appropriate parking at the right locations to suit their needs. Primarily, customers value the certainty of being able to park when and where they want to, and convenience is a quality for which most people are willing to pay.

A report by the Association of Town & City Management, British Parking Association, Parking Data & Research International and Springboard Research Ltd, 'Re-Think! Parking in the High Street'<sup>1</sup>, outlines research into the impact of the number of spaces and the cost of parking for the first two hours on the prosperity of town centres. A two-hour duration was chosen to separate shopping trips from commuter trips. The study did not consider any other factors relating to car parking that could have an impact on the performance of town centres, such as the location of parking and the quality of the space.

The Re-Think! report found that whilst there is a link between the quantity of parking and footfall, it suggested that the level of provision in town centres is generally equates to footfall levels rather than that increasing available parking would increase footfall. It also concluded that the relationship between the cost of parking and footfall is less clear. Business owners believe that as costs increase, footfall decreases. But as shown below, the towns/cities with the highest footfall generally have higher than average parking charges.

-

<sup>&</sup>lt;sup>1</sup> Springboard. 2013. Re-Think! Parking on the High Street report. http://www.britishparking.co.uk/write/Documents/Re-thinking\_Car\_Parking.pdf

Figure 3: Source, Springboard Research Ltd and Parking Data & Research International



Whilst towns with lower footfall generally charge less for parking this does not suggest that raising parking charges will increase or decrease footfall but rather implies that the cost of parking in the town centre is a lower priority when deciding on a destination than other factors. This is further evidenced when comparing the quality of the offer with footfall; simply, as the quality of the offer improves footfall increases.

The study does appear to find a link between a reduction in footfall in towns that charge more than the national average for the quality of their offer. However, there are so many other variables, including the priorities of authorities in setting their charging regime, that it is difficult to draw any conclusions from this aspect of the research.

In-depth research at the Department of Urban Transport Economics, Erasmus University of Rotterdam shows no statistical correlation between footfall and parking charges:

"Visitors to town centres suggested that car park charges do impact behaviour, but the general availability of spaces is felt to be more important than cost in their overall decision about visiting. Traffic flow and parking signage have as much, if not greater, an effect on their decision to visit the town centre, how long they spend there, and how much money they spend."- Association of Town & City Management

This view is further supported by a 2012 London Council's Report on the relevance of parking to the success of urban centres<sup>2</sup>. Whilst London specific, the report supports the view that whilst research is scant, most of the evidence suggests the link between pricing and vitality of high streets generally correlated towards higher value destinations having higher tariffs and that if anything, traffic levels are frequently cited by shoppers as detrimental to the experience of town centre shopping.

The relationship between parking and local economies is complex, as suggested by research conducted for the Renaissance Market Towns Programme. The report concluded that:

"People are drawn to towns, or away from them by other factors, such as place of work and the quality of the shopping facilities and public spaces. Therefore, a town with good shopping facilities and some parking problems will continue to attract shoppers, despite the poor parking, whilst a town with ample, good parking but a limited shopping facilities will not attract shoppers" -Renaissance Market Towns Programme, 2007

Other than in private car parks (e.g. NCP), councils control the availability, duration and cost of car parking. In two-tier systems, Districts generally have more control over off-street parking than any other aspect of transport policy and management<sup>3</sup>.

Re-Think! discusses the need to look at the 'value' of a space as opposed to simply the 'cost.' Drivers expect to pay more in the centre of a town (with a diverse range of services and cultural attractions) than in an out of town location (a purely shopping and eating offer in most retail parks).

Nevertheless, parking charges may deter some convenience retail customers if parking costs represent a much larger proportion of retail spend. However, fair charges can help ensure that parking spaces frequently turn over, thereby increasing overall footfall. The successful management and enforcement of car parks comes at a financial cost that needs to be funded to be sustainable, usually by charging for parking. No parking provision is free as costs have to be funded, even if not by the motorist. For example, at out of town retail parks where free parking is often quoted as a major attraction, the parking management costs are paid for by retail tenants via lease service charges.

Tariffs should be continually reviewed to ensure UDC's car parks meet the differing needs of the communities in each of its settlements and surrounding areas and support the local economy by optimising their efficient use, whilst also contributing to the Uttlesford Climate Crisis Strategy by encouraging a switch to low or zero emission vehicles and modal shift to more sustainable forms of transport.

It is essential therefore that data is collected to identify the impact of tariff changes on the vitality of the town centres. The ability to collect and analyse data will allow the Council to make positive interventions as required.

## 4.1 Elasticity of Demand for Parking

It is generally accepted that, apart from being in a monopoly, raising prices for any goods or services will reduce demand. Parking is no different, however, the elasticity of demand for parking is strongly influenced by the economic characteristics of an area, space availability and the availability of alternatives including other destinations, competitor parking and transport services.

As car park tariffs in the district have not been reviewed since 2015, there is no recent car park trading data to assess the impact of tariff change/demand elasticity. There is general research quoted on the 'konsult' website hosted by the Institute for Transport Studies at the University of Leeds. This research quotes figures for price elasticity of demand for parking activity with respect to parking charges as being in the range -0.1 to -0.4 (Feeney, 1989: Pratt, 1999). This means that a 10% increase in parking charges will result in a 1% to 4% reduction in parking activity.

<sup>&</sup>lt;sup>2</sup> London Councils. November 2012. Relevance of Parking to the Success of Urban Centres <a href="http://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-information-professionals/review-relevance">http://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-information-professionals/review-relevance</a>

#### 5 Data Collection

UDC provided a full suite of data to PML for transactions and season ticket holders. We have updated the usage data (derived from 2022 beat surveys) to confirm the average occupancy on a typical weekday using updated car park usage surveys as below.

#### 5.1 Updated car park usage surveys

The table in Figure 4 shows and compares the results of the car park usage surveys undertaken in May 2022 and updated in September 2023, in hourly 'beats' between 08:00 and 21:00 on a neutral weekday.

The 2022 Swan Meadow survey data was incomplete because of problems that arose on the day. The 2022 data has therefore been estimated from an additional specific survey undertaken in October 2023 and moderated based on the variances at The Common and Fairycroft car parks.

Although it is important not to over analyse two 'snapshots' in time, the main observations are:

- A slight increase in occupancy between the two years
- An increase in the maximum occupancy in most car parks (column 'max')
- The 'change' column shows the increase in the maximum occupancy recorded as a whole number
- A significant increase in the number of vehicles parked in Fairycroft and Lower Street long stay specifically.
- Occupancy of Lower Street long stays is likely a result of a return to commuting from the station; national data suggest rail use is now close to pre-pandemic levels<sup>4</sup>.
- The reason for the increase at Fairycroft is less clear, however it may be that Waitrose shoppers
  who had their shopping delivered during and immediately post the Covid pandemic, are now
  increasingly returning to shopping in-store.

 $<sup>^4\,</sup>https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic/domestic-transport-usage-by-mode$ 

Figure 4. Car Park Usage Surveys 2022 and 2023

Year	Town	Site	Capacity	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	MAX	MIN	Change
2022	Great Dunmow	Angel Lane	31	71%	58%	42%	58%	71%	90%	68%	74%	77%	77%	58%	39%	26%	23%	90%	23%	
2023	Great Dunmow	Angel Lane	31	52%	58%	58%	71%	77%	94%	90%	90%	94%	71%	45%	32%	19%	10%	94%	10%	1
2022	Great Dunmow	Chequers Lane	67	82%	81%	58%	67%	72%	55%	61%	63%	55%	58%	67%	46%	39%	33%	82%	33%	
2023	Great Dunmow	Chequers Lane	67	73%	82%	81%	88%	85%	79%	73%	85%	73%	70%	57%	43%	30%	19%	88%	19%	4
2022	Great Dunmow	New Street	11	55%	73%	73%	73%	82%	82%	73%	100%	91%	64%	82%	73%	64%	18%	100%	18%	
2023	Great Dunmow	New Street	11	45%	82%	82%	91%	82%	82%	82%	91%	91%	82%	82%	36%	27%	27%	91%	27%	1
2022	Great Dunmow	White Street	172	72%	80%	87%	91%	97%	90%	81%	84%	83%	69%	60%	51%	41%	30%	97%	30%	
2023	Great Dunmow	White Street	172	63%	75%	89%	94%	98%	97%	94%	92%	94%	86%	77%	67%	34%	22%	98%	22%	1
Year	Town	Site	Cap.	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	MAX	MIN	Change
2022	Saffron Walden	Catons Lane	53	74%	77%	79%	79%	70%	75%	75%	70%	83%	77%	60%	49%	21%	23%	83%	21%	100
2023	Saffron Walden	Catons Lane	53	60%	79%	91%	91%	98%	100%	102%	102%	91%	87%	77%	51%	36%	34%	102%	34%	10
2022	Saffron Walden	Debden Rd N	8	88%	113%	113%	113%	125%	100%	88%	100%	113%	100%	88%	113%	63%	50%	125%	50%	27
2023	Saffron Walden	Debden Rd N	8	100%	100%	125%	113%	125%	113%	113%	113%	113%	88%	75%	100%	50%	63%	125%	50%	0
2022	Saffron Walden	Debden Rd S	8	75%	88%	100%	113%	113%	125%	125%	113%	100%	100%	113%	75%	50%	50%	125%	50%	
2023	Saffron Walden	Debden Rd S	8	75%	75%	100%	100%	100%	100%	113%	113%	113%	75%	113%	113%	63%	63%	113%	63%	-1
2022	Saffron Walden	Fairycroft	294	45%	54%	59%	63%	66%	73%	77%	79%	76%	81%	77%	70%	52%	36%	81%	36%	
2023	Saffron Walden	Fairycroft	294	38%	49%	62%	69%	73%	81%	90%	83%	94%	83%	72%	56%	47%	33%	94%	33%	36
2022	Saffron Walden	Rose & Crown	27	59%	67%	70%	74%	74%	70%	74%	81%	67%	59%	67%	67%	44%	30%	81%	30%	
2023	Saffron Walden	Rose & Crown	27	26%	56%	56%	78%	93%	89%	93%	96%	89%	81%	93%	89%	93%	52%	96%	26%	4
2023	Saffron Walden	Swan Meadow - General	394	27%	36%	43%	63%	78%	77%	73%	68%	49%	32%	30%	22%	15%	3%	78%	3%	
2023	Saffron Walden	Swan Meadow - General	394	30%	39%	44%	67%	82%	78%	75%	67%	47%	34%	31%	24%	16%	4%	82%	4%	14
2022	Saffron Walden	The Common	109	43%	50%	63%	66%	72%	81%	83%	72%	62%	50%	45%	32%	35%	0%	83%	0%	
2023	Saffron Walden	The Common	109	53%	63%	72%	82%	94%	98%	96%	93%	87%	93%	82%	72%	63%	0%	98%	0%	16
Year	Town	Site	Cap.	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	MAX	MIN	Change
2022	Stansted M.	Crafton Green	52	79%	81%	83%	79%	79%	75%	85%	87%	92%	75%	79%	50%	37%	27%	92%	27%	
2023	Stansted M.	Crafton Green	52	62%	63%	67%	85%	87%	81%	88%	87%	88%	62%	56%	42%	33%	35%	88%	33%	-2
2022	Stansted M.	Lower St -Castle P&D east	9	56%	89%	89%	89%	78%	67%	89%	89%	89%	89%	44%	78%	33%	22%	89%	22%	
2023	Stansted M.	Lower St - Castle P&D east	9	44%	78%	100%	100%	100%	100%	100%	100%	100%	78%	67%	78%	56%	33%	100%	33%	1
2022	Stansted M.	Lower St - Coach Parking	6	0%	0%	0%	17%	0%	50%	33%	17%	0%	17%	0%	0%	0%	0%	50%	0%	(5)
2023	Stansted M.	Lower St - Coach Parking	6	0%	0%	33%	33%	17%	33%	33%	17%	17%	0%	0%	0%	0%	0%	33%	0%	-1
2022	Stansted M.	Lower St - Long Stay east	66	14%	18%	17%	21%	20%	18%	18%	18%	17%	18%	20%	14%	12%	12%	21%	12%	y
2023	Stansted M.	Lower St - Long Stay east	66	23%	36%	39%	48%	64%	68%	73%	67%	64%	53%	48%	36%	27%	23%	73%	23%	34
2022	Stansted M.	Lower St - Long Stay west	31	71%	74%	71%	74%	77%	61%	71%	74%	87%	71%	61%	58%	39%	23%	87%	23%	
2023	Stansted M.	Lower St - Long Stay west	31	77%	81%	84%	90%	90%	94%	94%	94%	97%	90%	77%	71%	58%	45%	97%	45%	3
2022	Stansted M.	Lower St - Short Stay	28	54%	64%	43%	64%	68%	75%	57%	54%	68%	43%	29%	21%	21%	18%	75%	18%	
2023	Stansted M.	Lower St - Short Stay	28	50%	68%	64%	68%	86%	86%	93%	86%	86%	89%	79%	82%	57%	43%	93%	43%	5

# 6 Benchmarking of Current Tariffs - Update

The 2022 Study compared tariffs between UDC towns and other towns across the county and concluded that whilst there was wide variation in short stay tariffs (which reflects the differences between the local market and the 'offer' of the town centre), tariffs are lower in the district than most comparable towns. Only Royston, which has a poorer retail offer than Saffron Walden, and Great Malvern which sits in a very rural area have cheaper tariffs. Of the more direct comparators of Hitchin and Bishops Stortford, UDC tariffs appear to be good value.

Long stay tariffs were also low compared with most comparators. Whilst the number of car park users paying for stays of 9 hours or more is relatively low, they will still impact on the turnover of spaces and therefore the availability of bays for shorter term visitors.

We have updated the benchmarking to consider some additional towns, the results are shown below in Figures 5-9.

Saffron Walden, as an appealing and historic destination with a number of attractions, is most comparable to Hitchin and Bury St Edmunds. Although smaller, we consider Great Dunmow more comparable to Haverhill, Royston and Bishops Stortford with a similar retail offer and rural hinterland. Stansted Mountfitchet shares some characteristics with Newmarket and Bishops Stortford, but tariffs in Lower Street should also reflect the availability of the railway station with direct links to London and Cambridge.

Figure 5. Short Stay tariff comparisons

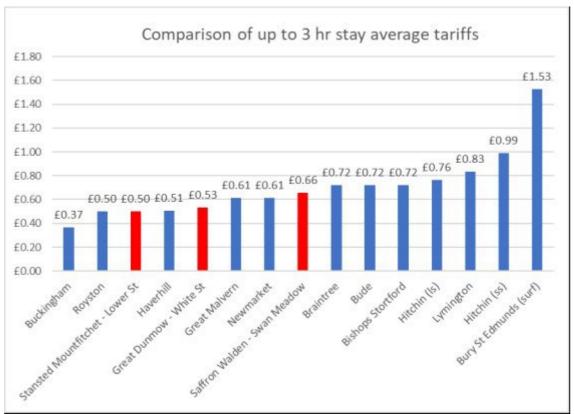
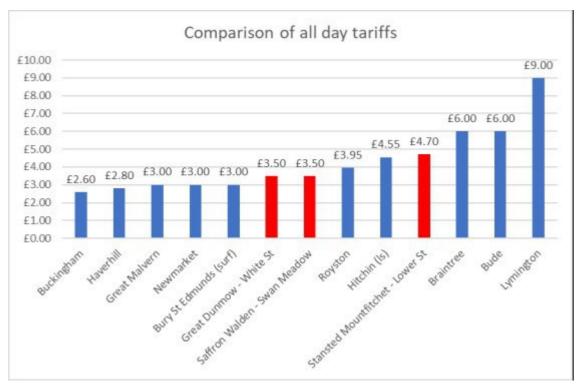


Figure 6. Longer stay tariffs comparison



Note: Lower Street, White St and Swan Meadow used in UDC. There is a £3.00 a day offered in Crafton Green, Stansted Mountfitchet.

Figure 7. Annual season ticket price comparison



It should also be noted that most season tickets sold in the district are discounted. In Lower Street for example, between April 22-March 23, 10 full price seasons were sold compared to 31 locally employed and 21 residents' tickets, with the latter two categories representing 84% of season tickets but only 70% of revenue (see section 6.3).

Figure 8. Shorter Stay Tariffs

Town	1 Hr	2 Hrs	3 Hrs	4 Hrs	3 Hrs Av.
Buckingham	£0.60	£0.60	£0.60	£0.60	£0.37
Royston	£0.70	£0.70	£1.35	£1.35	£0.50
Stansted Mountfitchet - Lower St	£0.60	£1.00	£1.20	£2.00	£0.50
Haverhill	£0.70	£0.70	£1.40	£2.10	£0.51
Great Dunmow - White Street	£0.60	£1.20	£1.20	£2.00	£0.53
Great Malvern	£1.00	£1.00	£1.00	£2.00	£0.61
Newmarket	£1.00	£1.00	£1.00	£1.50	£0.61
Saffron Walden - Swan Meadow	£0.70	£1.20	£2.00	£2.00	£0.66
Bishops Stortford	£1.00	£1.00	£2.00	£2.60	£0.72
Bude	£1.00	£1.00	£2.00	£3.00	£0.72
Braintree	£1.00	£1.00	£2.00	£2.00	£0.72
Hitchin (long stay)	£1.25	£1.25	£1.25	£2.30	£0.76
Lymington	£1.00	£1.00	£3.00	£5.00	£0.83
Hitchin (short stay)	£1.40	£1.40	£2.60	£4.15	£0.99
Bury St Edmunds (surface)	£2.50	£2.50	£2.50	£2.50	£1.53

Green shading represents cheapest and red the most expensive.

Figure 9. Sunday and Evenings and season tickets (where offered)

	All Day	Sunday - All day	Evenings 6pm>	Season ticket price (p.a.)	Eqivalent 5 day daily rate	Discount
Bishops Stortford	MAX	£1.50	£0.00	N/A	N/A	N/A
Braintree	£6.00	£0.10	£0.50	£550.00	£2.29	62%
Buckingham	£2.60	£0.00	£0.00	N/A	N/A	N/A
Bury St Edmunds (surface)	£3.00	£0.00	£1.00	£468.00	£1.95	35%
Great Malvern	£3.00	£3.00	£1.50	N/A	N/A	N/A
Haverhill	£2.80	£2.80	£0.00	£450.00	£1.88	33%
Hitchin (short stay)	MAX	£0.00	£0.00	N/A	N/A	N/A
Lymington	£9.00	£9.00	£0.00	N/A	N/A	N/A
Newmarket	£3.00	£3.00	£0.00	N/A	N/A	N/A
Bude	£6.00	£6.00	£0.00	£510.00	£2.13	65%
Hitchin (long stay)	£4.55	£0.00	£0.00	£399.00	£1.66	63%
Royston	£3.95	£0.00	£0.00	£399.00	£1.66	58%
Great Dunmow - White Street	£3.50	£0.00	£0.00	£300.00	£1.25	64%
Stansted Mountfitchet - Lower St - (Locally Employed)	£4.70	£0.00	£0.00	£250.00	£1.04	78%
Stansted Mountfitchet - Lower St	£4.70	£0.00	£0.00	£420.00	£1.75	63%
Saffron Walden - Swan Meadow	£3.50	£0.00	£0.00	£300.00	£1.25	64%

## 6.1 Short and Long Stay Charges

Existing tariffs are towards the lower end of the benchmarked locations. In addition, only a minority of councils offer 30 minutes parking at a discount on the 1 hour rate and the majority of councils charge between 0800 and 1800 Monday to Saturday as a minimum.

As well as being very difficult to enforce and possibly reducing dwell time, half hourly rates are also costly to the Council when the user is paying by app or card due to transaction costs at 16p per transaction (see Section 6.2 below). However, where the town centre offer is more focussed on convenience shopping than comparison retail or leisure, half hourly rates may still be justified because they will help to raise compliance levels and help UDC to cover the cost of each car park operation if they attract additional visitors.

### 6.2 Payment by Phone/App Convenience Fees

Payment by phone/app is a convenient and popular way to pay for parking but payment providers charge a convenience fee to cover their administration costs. These costs include items such as setting up and

maintaining the app, customer support, and fraud prevention. UDC currently pays a 10p per transaction convenience fee. The majority of councils pass this cost onto service users. Colchester Council this year started to pass on these costs due to financial pressures and rising costs, but the convenience fee does not apply to all parking payments - only to payments made via the phone app.

When considered together, VAT, the convenience fee of 10p per MiPermit transaction, and an average of 16p per debit/credit card transactions represent a significant proportion of the tariff.

The convenience fee represents a higher proportion of the value of shorter stay parking transactions, and it is therefore recommended that UDC passes on this cost to users who benefit from the flexibility of the service, including the ability to extend their parking stays via the app.

Card transactions fees can be passed on, but without an option to pay by cash, this is likely to be viewed negatively by customers. The increase in tariffs must however cover these costs.

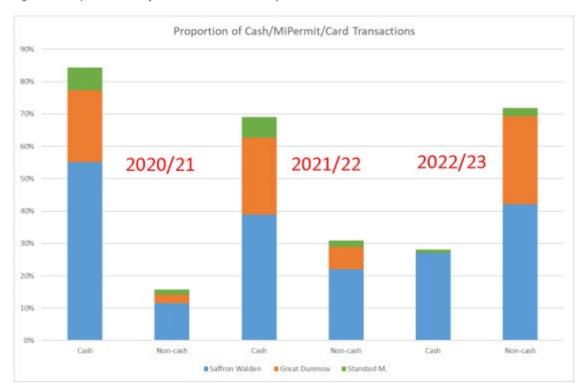


Figure 10. Proportion as % of transactions over recent years

The convenience fee must be set as a separate provision in the Parking Order allowing the Council to pass this on within an appended schedule. Notice of this fee could be mentioned on parking information boards.

#### 6.3 Season Tickets

At present the Council offers an array of season ticket products including resident tickets, standard season tickets and discounted tickets for those users who are employed in the town. On-street resident parking permits in the district currently cost £78 per annum for the first permit and £117 for additional permits.

In Saffron Walden permit holders who cannot find an on-street bay are able to park on the Council's Swan Meadow car park at no extra cost. UDC's resident season tickets are significantly cheaper than on-street permits at £35 per annum (inc. VAT) in Lower Street in Stansted Mountfitchet, and £70 in Swan Meadow in Saffron Walden.

**Season Tickets** 3 months 6 months 12 months 1 month £175 £300 **Chequers Lane Crafton Green** £220 £420 Crafton Green (Employed Locally) £130 £250 £220 £420 **Lower Street** Lower Street (Employed Locally) £30 £90 £130 £250 **Lower Street (Resident)** £35 £300 **Swan Meadow** £175 £300 Swan Meadow (Employed Locally) £30 £90 £175 Swan Meadow (Resident) £70 White Street £175 £300 £30 White Street (Employed Locally) £175 £300

Figure 11. Season tickets on offer in Uttlesford (excluding specific arrangements around residents parking)

Whilst discounted locally employed season tickets are offered in Lower Street and Swan Meadow there would appear to be justification for this approach only in Stansted Mountfitchet due to rail parking demand from commuters who do not work in the town who are prepared to pay a higher rate than local workers.

It would appear the current cost of season tickets is low as shown in *Figure 7. Annual season ticket price* represents a significant discount (in excess of 60%) compared with the daily rates charged at the car parks (calculated at 5 days per week over 48 weeks a year).

We recommend changes in season ticket prices and a reduction in the number of different types of season ticket sold.

#### 6.4 Sunday and Bank Holiday Charging

Free parking is currently available at all Council car parks in the District on Sundays and bank holidays. Since Sunday trading laws were introduced in 1994, activity in town centres on Sundays has increased significantly to an extent that there is little difference from other days of the week other than the 6 hour restriction. Town and city centre activity on bank holidays has also changed with most retailers now trading. As a result most private car park operators and many Councils now charge for the use of town and city centre car parks on Sundays and bank holidays.

The approach to charging during these periods differs by location with normal Monday to Saturday tariffs applying in some places, whereas a fixed rate charge per visit is the preferred approach in others. This might encourage longer dwell times for visitors when commuter parking pressures on parking capacity are much less of an issue than on other trading days. We recommend that a fixed all day rate is charged in Uttlesford to increase dwell times and for simplicity of enforcement.

#### 6.5 Evening Charges

Charges (where applied) at Council car parks are only between 8 a.m. and 5 p.m. Monday to Saturday, however the vast majority of private car park operators charge for parking 24 hours a day. The approaches of councils across the country vary, from adopting a similar approach to UDC, to extending normal charging hours to later in the evening, to imposing different charging structures after a fixed time. Whilst charging policy can be influenced by whether there is sufficient evening activity to justify the costs of managing payment compliance, in most cases in the absence of clear evidence that the implementation of evening parking charges influences visitor behaviour and footfall, the decision is political.

For example, Chichester District Council extended charging hours by 2 hours (from 6 p.m. to 8 p.m.) in two car parks in Chichester in April 2017. Since going live with the change there have been few complaints and there has been no negative impact highlighted by local businesses and cultural venues. Monitoring of neighbouring roads was also undertaken and there were no issues of concern or evidence of parking displacement. The majority of councils, however, still only charge between 08:00 and 18:00 for a number of reasons, including to support smaller evening economies, to reflect on-street parking restriction hours and to minimise enforcement costs.

#### 6.6 Blue Badge Concessions

At present Blue Badge holders can park for free at any UDC car park. The Government's rights and responsibilities leaflet, issued with a blue badge, states that the purpose of the blue badge is to help a disabled person to park close to their destination, either as a passenger or driver. The leaflet also states that "...the badge is intended for on-street parking only."

Many disabled people and groups do not understand the rationale for making off-street disabled parking free, i.e., to make spaces available in convenient places. The argument that disabled people tend to be on a low income and therefore should benefit from free parking is criticised by a wide range of organisations and groups who argue that, using the same logic, other low-income groups should also be able to park for free.

Disabled Motoring UK's (the largest UK charity specialising in the mobility of disabled people) policy position is that Blue Badge holders should be able to park for up to three hours free of charge in off-street car parks. They argue that that the same free parking concession should apply in car parks as it does onstreet e.g. three hours' free parking and when car parks charge it encourages more badge holders to park on the street which is more dangerous and could possibly cause traffic problems.

Some councils do however charge disabled users for example, Plymouth, Newcastle and Exeter. Others such as Cornwall, Rushmoor and the former Borough of Poole limit free parking to automatic Blue Badge holders with most need (automatic qualification is available if holders are receiving certain mobility benefits). Disabled Motoring UK feels this is confusing and unfair as it discriminates against people with equivalent needs who for some reason may not qualify for these benefits.

Examples of other councils' justifications for charging include tackling abuse and helping to fund services such as Shopmobility.

The current tariff boards state that parking is free to Blue Badge holders only if they are in a designated bay. However, the Parking Order allows for free parking with a valid Blue Badge regardless of whether they are in a bay.

If free Blue Badge parking is retained, we would recommend that that the tariff boards are brought in line with the order; either to allow Blue Badge holders to park in any bay, or only in designated Blue Badge bays for ease of enforcement.

#### 6.7 Motorcycles

Currently, UDC does not charge for motorcycle parking in its off-street car parks. Whilst the vast majority of councils do not charge for parking in designated motorcycle bays, some (e.g. Derbyshire Dales District Council) charge all motorcyclists whether parked in a normal parking bay or in a dedicated motorcycle bay, but other councils charge only where motorcycles are parked in a normal parking bay.

One issue with charging parked motorcycles is the ability to securely display a pay and display ticket on the motorcycle. Using payment by phone solves this issue, however if this is not an option, alternatives used elsewhere include:

- Writing the registration number on the ticket and noting the serial number (e.g. writing it down or taking a photo).
- Taking a photograph of the pay and display ticket on the motorcycle.
- Using or purchasing a permit holder like that formerly used for a tax disc and placing the ticket inside.

As the Council does not have designated motorcycle bays in all its car parks, it is recommended that all motorcycles are charged for parking, promoting the use of payment by phone, however providing alternatives as set above where payment by card is preferred.

## 6.8 Emissions Based Charges

The need to reduce carbon emissions is a key driver for the UDC in its Climate Crisis Strategy. Phone payment apps could be a practical way of offering reduced tariffs to encourage the use of low emission vehicles. For example, RingGo offers an Emissions Based Parking (EBP) service using vehicle registrations and information from the DVLA, to automatically vary parking tariffs based on the emissions of the vehicle. In Bath (where MiPermit provide cashless parking services), the council recently consulted on the introduction of vehicle emission-based parking charges in council-owned car parks. We recommend that this is put aside until the tariff review and cashless ticketing are in place.

# 7 Tariff Review Recommendations

The 2022 Study recommended a strategic review of tariffs.

Item	Recommendations	Delivery
Tariffs	Tariffs should be increased to better match similar places and to help manage parking demand.  Tariffs should be reviewed at least bi-annually having regard to the impact of previous pricing decisions upon behaviour and availability of spaces.	UDC
Season Tickets	Reduce existing discount levels to help encourage modal shift and ensure that the correct rate is being charged.  Offer flexible products to adapt to new working patterns post Covid-19 using MiPermit.	UDC

The following sections set out the specific recommendations for each town.

#### 7.1 Great Dunmow

Relevant sections from the recommendations in the 2022 Study are below:

Item	Recommendations	Delivery
White Street	Trial a removal of the season ticket only area given changes to working patterns in recent years.	UDC

In keeping with the overall strategy, Angel Lane, Chequers Lane and New Street Car Parks should continue to be short stay only, with maximum stays of 3 hours. Longer stays should be concentrated in the larger White Street car park and the tariffs are designed to support this.

Given the convenient nature of the retail in the town centre, we recommend retaining the half hourly period which should support compliance levels, will help UDC to cover costs, and avoid pressure for a half-hour free period.

Based upon inflation and tariff benchmarking we recommend the following tariff changes.

Table 1. Recommended tariffs for Angel Lane, Chequer's Lane and New Street Car Parks

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	N/A	£1.20	N/A	N/A	N/A	3 hrs
Proposed	£0.60	£1.00	N/A	£1.50	N/A	N/A	N/A	3 hrs

Table 2 - Recommended Tariff for White Street Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	N/A	£1.20	£2.00	£2.40	£3.50	N/A
Proposed	£0.60	£1.00	N/A	£1.50	£2.50	£3.00	£4.00	N/A

There is an existing arrangement which allows school drop off and pick up in Chequers Lane. This should be managed via MiPermit, with a permit type established that allows limited parking for an hour either side of the normal school day to support park and walk and to protect residential streets from inconsiderate parking. A nominal fee should be charged to cover administration costs. Given the availability of a half hour tariff and the low price it is reasonable to expect users to pay outside these times.

## 7.2 Saffron Walden

Relevant sections from the recommendations in the 2022 Study are below. The 2022 Study also considered specific issues in Catons Lane. There are agreements in place that mean that Rose and Crown must have tariffs in line with Fairycroft and the Common.

Item	Recommendations	Delivery
Swan Meadow	Swan Meadow should be the focus for longer-stay parking in the town centre. Re-alignments of coach parks as proposed in the 2021 Buchanan report should be taken forward if demand justifies it.  If demand increases, feasibility into increasing supply with a single storey deck should take place.  Better links along Park Lane and across to King Steet.	UDC

The wider strategy is to encourage longer stays in Swan Meadow and to prioritise other town centre car parks for short stay to support the town centre's vitality. About 210 residents have the right to use Swan Meadow car park if their resident bays are full. There is no usage data on this, but it is anachronistic, will complicate enforcement and potentially limit capacity. If this provision is retained, it should be managed through MiPermit with a charge no more than the current on-street permit price as off-street parking is less convenient and therefore higher charges are unlikely to encourage demand.

Based upon inflation and tariff benchmarking we recommend the following tariff increases:

Table 3 - Recommended Tariff for Fairycroft Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.50	£0.70	£1.20	£2.00	N/A	N/A	N/A	3 hrs
Proposed	N/A	£1.00	£2.00	£3.00	N/A	N/A	N/A	3 hrs

Table 4 – Recommended Tariff for Rose & Crown Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.50	£0.70	£1.20	N/A	N/A	N/A	N/A	2 hrs
Proposed	N/A	£1.00	£2.00	N/A	N/A	N/A	N/A	2 hrs

Table 5 – Recommended Tariff for Swan Meadow Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<6hr	<9 hrs (all day)	Max Stay
Existing	N/A	£0.70	£1.20	N/A	£2.00	£2.50	£3.50	N/A
Proposed	N/A	£1.00	£2.00	N/A	£3.00	£3.50	£4.50	N/A

In addition we recommend increasing the charges for coaches to £6 for 5 hours and £10 for 9 hours (from £3 and £6 respectively).

Table 6 – Recommended Tariff for the Common Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.50	£0.70	£1.20	£2.00	N/A	N/A	N/A	3 hours
Proposed	N/A	£1.00	£2.00	£3.00	N/A	N/A	N/A	3 hours

We recommend the removal of the half hourly tariff in Saffron Walden given the higher order retail offer and difficulties in enforcement over so many sites. A proposed tariff of £1.00 reflects a reasonable starting price point for the town based upon the benchmarking exercise.

Table 7 – Recommended Tariff for the Caton's Lane and London Rd Car Park

Band	<2hr	<4hr	<9 hrs (all day)	Max Stay
Existing	FREE	FREE	FREE	N/A
Proposed	£1.00	£2.00	£3.00	N/A

Caton's Lane car park is currently leased by UDC from Saffron Walden Town Council and whilst parking is currently free, UDC does incur operating costs. This means that UDC are effectively subsidising the car park as they must pay rates and maintain and monitor the site. We recommend that charges are introduced to better manage the site and increase churn.

There is no current data on usage at London Road but given its location outside of the town centre we recommend the same approach as Caton's Lane at least initially. Once charges are in place the situation at both car parks should be monitored.

#### 7.3 Stansted Mountfitchet

Relevant sections from the recommendations in the 2022 Study are below. The 2022 Study considered the specific issues in Lower Street and Crafton Green.

Item	Recommendations	Delivery
Lower Street Car Park	Discuss options with leaseholders for shared residents/NHS/short stay parking which may have win/win impact for residents who will be able to park closer to their homes and make better use of the east end of the facility.	UDC
Crafton Green Car Park	Increase space availability to users of local services and businesses by reducing the existing maximum stay to 3hrs. Commuters and longer stay customers such as hotel guests could be encouraged to use Lower Street.	UDC, PC

The overall strategy was to protect the popular Crafton Green car park for short stays in order to better serve the local shops and services, encouraging longer stays in Lower Street where there is more capacity.

About 55 residents have the right to use Lower Street car park if their resident bays are full. There is no usage data on this, but it is again anachronistic, will complicate enforcement and potentially limit capacity. If this provision is retained, it should apply to the long-stay parking, and be managed through MiPermit with a charge no more than the current on-street permit price as off-street parking is less convenient and therefore higher charges are unlikely to encourage demand.

Based upon inflation and tariff benchmarking we recommend the following tariff increases:

Table 8 - Recommended Tariff for Crafton Green Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<6hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	N/A	£1.20	N/A	N/A	£3.00	N/A
Proposed	£0.60	£1.00	£1.50	£2.00	N/A	N/A	N/A	3 hours

Table 9 – Recommended Tariff for Lower Street Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<6hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	£1.00	£1.20	£2.00	£2.40	£4.70	N/A
Proposed	£0.60	£1.00	£1.50	£2.00	£2.50	£3.00	£5.00	N/A

In addition, we recommend reviewing the charges for coaches of £6 for 5 hours and £10 for 9 hours (from £6 per visit currently).

## 7.4 Sunday and Evening Charges

At the present time, we would not recommend the introduction of evening charges as the revenue generated would not be significant and there is a risk that the change will adversely impact the evening economy. However increasing charging hours until 6 p.m. could increase revenue by c.4% based upon our experience of similar locations. If this is implemented, then the 9 hour tariff band will need to be increased to 10 hours to cover the extended charging period.

The introduction of a small flat charge on Sundays and bank holidays (£1.50 for Saffron Walden and £1.00 for Great Dunmow and Stansted Mountfitchet) is unlikely to materially impact vitality but has the potential to increase parking revenues by c.5% to 7.5% based upon our experience of similar locations, in the absence of existing Sunday car park usage data.

Item	Recommendations	Delivery
Charging Hours	Extend charging hours to 6 p.m.	UDC
Sundays and Bank Holidays	Introduce flat charges of £1.50 per visit in Saffron Walden and £1.00 per visit in Great Dunmow and Stansted Mountfitchet	UDC

## 7.5 Emission Based Charges

Item	Recommendation	Delivery
Emission Based Charges	On future tariff reviews consider introducing higher tariffs for high emission vehicles, subject to reasonable provision of alternative 'cleaner' transport modes.	UDC

## 7.6 Other Recommendations

In addition, we recommend the following:

Item	Recommendations	Delivery
Convenience Fees	Phone payment app convenience fees should be passed on to service users parking at the Council's car parks to ensure the cost effectiveness of providing this service.	UDC
Motorcycle parking	<ul> <li>Charge motorcycles for parking, where possible using payment by phone, but where this is not possible and card payment is used to purchase a ticket, providing information for motorcyclists to ensure that they evidence the purchase of a ticket by:         <ul> <li>Writing the registration number on the ticket and noting the serial number (e.g. writing it down or taking a photo).</li> <li>Taking a photograph of the pay and display ticket on the motorcycle.</li> <li>Using or purchasing a permit holder like that formerly used for a tax disc and the ticket can be placed inside</li> </ul> </li> </ul>	UDC

#### 7.7 Season Tickets

Our initial recommendations for pricing are based on the proposed increases in daily tariffs at each car park and are summarised in Table 10. Our approach to the review has been:

- Rationalising the number of season ticket products available
- Increasing the price in line with the proposed increase in daily rates.
- In the case of commuter rates, increasing charges in line with the cost of on-street permits. In addition, on-street permit holders should be encouraged to purchase resident season tickets as part of a phasing out of the existing free parking arrangement with Essex County Council where on-street spaces are unavailable.
- Retaining a local employee discount in Stansted Mountfitchet to ensure that out of town commuters pay a premium to reflect the higher costs of rail station parking.
- Removing the availability of season tickets at Crafton Green and Chequers Lane car parks ensuring
  that the spaces are kept available for short stay visitors. It is a decision for UDC as to whether they
  wish to give notice of cancellation to existing users, or to minimise the impact by honouring existing
  arrangements until they expire.

Table 10 – Season Ticket – Recommended Increases

	Existing				Recommended			
	1 month	3 months	6 months	12 months	1 month	3 months	6 months	12 months
<b>Chequers Lane</b>	N/A	N/A	£175	£300	N/A	N/A	N/A	N/A
Crafton Green	N/A	N/A	£220	£420	N/A	N/A	N/A	N/A
Crafton Green (Employed Locally)	N/A	N/A	£130	£250	N/A	N/A	N/A	N/A
Lower Street	N/A	N/A	£220	£420	N/A	N/A	£450	£775
Lower Street (Employed Locally)	£30	£90	£130	£250	£40	£120	£200	£350
Lower Street (Resident)	N/A	N/A	N/A	£35	N/A	N/A	N/A	£78
Swan Meadow	N/A	N/A	£175	£300	£45	£135	£220	£385
Swan Meadow (Employed Locally)	£30	£90	£175	£300	N/A	N/A	N/A	N/A
Swan Meadow (Resident)	N/A	N/A	N/A	£70	N/A	N/A	N/A	£78
White Street	N/A	N/A	£175	£300	£40	£120	£200	£350
White Street (Employed Locally)	£30	£90	£175	£300	N/A	N/A	N/A	N/A

Based upon existing numbers of season ticket holders, the recommendations will generate an additional c.£20k per annum (exc. VAT).

Our benchmarking analysis showed that the discount against the equivalent daily rate is high at c.80% and it is recommended that it be reduced in phases to c.50% over the next 5 years, with a minimum reduction in the discount of 6% per annum.

Covid-19 has significantly increased flexible working habits, which has impacted on demand for season tickets as workers are now more likely to work from home, at least for a couple of days per week. Season ticket prices will therefore need to adapt to these changing habits which will impact on the cost effectiveness of season tickets that are priced for Monday to Friday use. Suggested new flexible products could include:

Product	Pricing
3 day season ticket – to be paid in advance for a minimum of 4 weeks. This would allow a maximum of 12 day visits to a car park` per 28 day period to be utilised flexibly.	33% discount on usual daily rate and payment administered by pay by phone service.
3 day part time season ticket – to be paid in advance for a minimum of 4 weeks. This would allow up to 5 hours use for a maximum of 12 days in a 28 day period. This would be suitable for part-time employees.	33% discount on 4-6 hour rate.

# 8 Financial & Decisions Summary

The recommendations above will reset tariffs to a more appropriate level having regard to benchmarking and inflation since the last review. The financial implications are summarised in Table 11 below. These forecasts are estimates only and are based on historic car parking transaction data, forecast elasticity of demand, and experience derived from carrying out similar exercises in other locations.

To arrive at these forecast we have assumed that every 10% increase in parking charge will result in a 1.5% reduction in parking activity (which is towards the lower end of the range referred to earlier in section 4.1) as the recommended charges are considered reasonable and unlikely to materially impact footfall and vitality. In the absence of historic data on elasticity of demand, there will always be some risk attached to this assumption and each additional 0.5% reduction in activity would impact on the forecast by c.£30k per annum (exc. VAT).

It should be noted that the forecast annual revenue impact is gross (exc. VAT) and has been calculated before any deduction for operating costs and other allowances – for example where car parks are subject to revenue share arrangements. If revenue share arrangements do apply (for example at Fairycroft car park in Saffron Walden), the actual revenue impact will be lower, therefore, to assist the Council in forecasting the net impact, we have provided forecast revenues broken down by car park in Table 12.

Table 11 – Forecast Revenue Impact

	Forecast Annual Revenue Impact (Exc. VAT)
Review of Tariffs	£300,000
Season Ticket Review	£20,000
Increase in Charging Hours	£30,000
Sunday/bank holiday charges	£50,000
Convenience fee recharge	£25,000
Total	£400,000

Table 12 – Tariff Change Impact by Car Park

	Rev	ecast Tariff iew Impact Exc. VAT)
GD - Angel Lane	£	7,874
GD - Chequer's Lane	£	8,086
GD - New Street	£	3,007
GD - White Street	£	28,990
SW - Fairycroft	£	106,830
SW - Rose & Crown	£	10,610
SW - Swan Meadow	£	60,967
SW - The Common	£	61,427
SM - Crafton Green	£	6,911
SM - Lower Street	£	4,867
Total	£	299,568

A summary of the recommended decisions and tariff recommendations is set out in Sections 8.1 and 8.2 below.

# 8.1 Decisions Summary

Item	Recommendations / Decisions
Parking Tariffs	Review parking tariffs as per recommendation of the 2022 study to reflect inflation, better manage sites and traffic and deliver the 2022 strategy
Convenience Fees	Phone payment app convenience fees should be passed on to service users parking at the Council's car parks to ensure the cost effectiveness of providing this service through schedule in the Parking Order
Season Tickets	Season Tickets should be simplified, and prices brought in-line with industry norms regarding discount rates and availability
Residents	Consider the large number of residents who can park in Lower Street and Swan Meadows
Discretionary permits	Discretionary permits such as to allow school drop off, if retained, should be managed paperless via MiPermit
Sunday and Bank Holidays	All-day charges should be brought in to reflect modern industry norms with a flat rate to offer value and ease of enforcement
Evening charges	More common charging period across industry is $08:00-18:00$ . UDC decision required
Blue Badge Concessions	Practice varies across the country. The notices, enforcement policy, and parking order should be aligned. UDC to decide whether Blue Badge parking is charged for, and if this applies to BB bays only, or any bay within the car parks
Motorcycle parking	Investigate motorcycle parking usage to assess the impact of introducing parking charges once cashless parking is established, and/or whether dedicated motorcycle parking spaces are possible.

# 8.2 Summary of Tariff Recommendations

# 8.2.1 Great Dunmow

Recommended tariffs for Angel Lane, Chequer's Lane and New Street Car Parks

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	N/A	£1.20	N/A	N/A	N/A	3 hrs
Proposed	£0.60	£1.00	N/A	£1.50	N/A	N/A	N/A	3 hrs

 ${\it Recommended Tariff for White Street Car Park}$ 

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	N/A	£1.20	£2.00	£2.40	£3.50	N/A
Proposed	£0.60	£1.00	N/A	£1.50	£2.50	£3.00	£4.00	N/A

### 8.2.2 Saffron Walden

Recommended Tariff for Fairycroft Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.50	£0.70	£1.20	£2.00	N/A	N/A	N/A	3 hrs
Proposed	N/A	£1.00	£2.00	£3.00	N/A	N/A	N/A	3 hrs

Recommended Tariff for Rose & Crown Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.50	£0.70	£1.20	N/A	N/A	N/A	N/A	2 hrs
Proposed	N/A	£1.00	£2.00	N/A	N/A	N/A	N/A	2 hrs

Recommended Tariff for Swan Meadow Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<6hr	<9 hrs (all day)	Max Stay
Existing	N/A	£0.70	£1.20	N/A	£2.00	£2.50	£3.50	N/A
Proposed	N/A	£1.00	£2.00	N/A	£3.00	£3.50	£4.50	N/A

In addition, we recommend increasing the charges for coaches to £6 for 5 hours and £10 for 9 hours (from £3 and £6 respectively).

Recommended Tariff for the Common Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max Stay
Existing	£0.50	£0.70	£1.20	£2.00	N/A	N/A	N/A	3 hours
Proposed	N/A	£1.00	£2.00	£3.00	N/A	N/A	N/A	3 hours

Recommended Tariff for the Caton's Lane and London Rd Car Park

Band	<2hr	<4hr	<9 hrs (all day)	Max Stay
Existing	FREE	FREE	FREE	N/A
Proposed	£1.00	£2.00	£3.00	N/A

# 8.2.3 Stanstead Mountfitchet

Recommended Tariff for Crafton Green Car Park

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<6hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	N/A	£1.20	N/A	N/A	£3.00	N/A
Proposed	£0.60	£1.00	£1.50	£2.00	N/A	N/A	N/A	3 hours

 $Recommended\ Tariff\ for\ Lower\ Street\ Car\ Park$ 

Band	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<6hr	<9 hrs (all day)	Max Stay
Existing	£0.40	£0.60	£1.00	£1.20	£2.00	£2.40	£4.70	N/A
Proposed	£0.60	£1.00	£1.50	£2.00	£2.50	£3.00	£5.00	N/A

In addition, we recommend reviewing the charges for coaches of £6 for 5 hours and £10 for 9 hours (from £6 per visit currently).

# 8.2.4 Season Ticket – Recommended Increases

		Exi	sting			Recoi	nmended	
	1 month	3 months	6 months	12 months	1 month	3 months	6 months	12 months
Chequers Lane	N/A	N/A	£175	£300	N/A	N/A	N/A	N/A
Crafton Green	N/A	N/A	£220	£420	N/A	N/A	N/A	N/A
Crafton Green (Employed Locally)	N/A	N/A	£130	£250	N/A	N/A	N/A	N/A
Lower Street	N/A	N/A	£220	£420	N/A	N/A	£450	£775
Lower Street (Employed Locally)	£30	£90	£130	£250	£40	£120	£200	£350
Lower Street (Resident)	N/A	N/A	N/A	£35	N/A	N/A	N/A	£78
Swan Meadow	N/A	N/A	£175	£300	£45	£135	£220	£385
Swan Meadow (Employed Locally)	£30	£90	£175	£300	N/A	N/A	N/A	N/A
Swan Meadow (Resident)	N/A	N/A	N/A	£70	N/A	N/A	N/A	£78
White Street	N/A	N/A	£175	£300	£40	£120	£200	£350
White Street (Employed Locally)	£30	£90	£175	£300	N/A	N/A	N/A	N/A

tatus	Comments	Neutral or	General	Specific town	Tariffs	Season	Sundays	30 min	Extra	Conv. fee	Catons	London Rd S	W higher	Crafton	Removal of	Other interesting comment
		positive comments	negative comments	mentioned		Tickets		SW tariff	hour		Lane	ti	han other	Green max 3 hrs	Chequers Lane season tickets	
esident	Ibroadly agree with the proposed changes. However, as I have raised before more than once, the angled parking bays in the centre of the Rose and Crown car park in Saffron Walden are nowhere near wide enough for the size of the average modern car. If they are to be kept angled, then one space should be removed on each side, and the remaining spaces increased in width. Alternatively, line up the parking bays to match the side bays (ie not angled) - this would increase the width availab; ein each bay but might make the bays more difficult to use?) I am surprised at the suggestion to do away with the 30 minute charge. I think this should be retained for the Rose and Crown and Waitrose/Fairycroft car parks. Both of these ties are often used for short 'one-	1		SW - Rose and Crown				1							tickets	Bays in Rose and Crown too narrow
	off" visits to shops. In particular, the Rose and Crown car park is often full with cars cruising the site in anticipation of another car leaving; eliminating the 30 minute charge would make the situation worse.															
esident	Sunday parking should remain free Sundays familys use the play areas, running clubs, bike clubs often start from local car parks it also encourages people to use the towns. Charges should remain cut off at 5cpm then people will often stay and use the food outlets. Most people finish at 5-5.30 so you are charging people for 12 hour for not using car park. You should also look at putting toilets in Swan Meadowcar park company's said that put them off bringing visitors to the town as people have to walk a long way to find a toilet. I understand charges need to go up but should go up with the level of inflation and not the level you are proposing. Why are you charging Saffron Walden more than Standted and Dummow just because property is very high in Saffron Walden does not mean people are cash rich.			SW	1		1		1				1			Toilets needed in Swan Me
usiness	Are you stark raving mad or just having an early April Fools prank? The proposals you make are absolutely beyond beliefan 83% increase to a season ticket at Swan Meadow is Iudicrous!		1	SW												
	We are all in town to make a living and trying to attract customers into our town is hard enough without having these charges put forward.  There is very little in the way of reliable public transport to this townthe bus services are attrocious, we have a train station that is a fair old walk away, so people have to come to town by car. We need affordable places to park & not to be ripped off by these proposed increases.  Please take another look at other towns nearby eg; Bury St Edmunds & Elythey do not charge the earth to park & people visit & shop.															
	Let the town thrivedo not drive people away by your unbelievable parking charge suggestions.  As a business Manager in town we need customers to come into the town as do all the other businesses to make this a vibrant place to visit & shop.  The BID Team, Town Council & Tourist Info Centre do a great job in promoting this townnow its UDC's turndon't let it die with your proposed parking charges.															
esident/visitor	Leaving the existing arrangements would be better for the hard-pressed businesses and consumers in North-West Essex, the former having to also cope with sharply higher pending businesses rates. Council bureaucrats interfering in this manner will discourage visitors to Saffron Walden and will reduce expenditure on local shops and businesses: alt that will happen will be an increment to online sales. Amazon et al will triumph over local operators. particularly object to the plan to introduce charges at the London Road offices of UDC on Saturday. At present it is a delight to be able to park there easily on a Saturday POF RFEE without concern at limits from parking hour restraints. It is then possible to amble into Saffron dem which is a delight on Saturdays with its market and pedestrianised centre. In the event that car parking charges are imposed at London Road, I for one will reduce the frequency with which I visit Saffron Walden on Saturdays. Securing free car parking has become far harder already with some of the Common being placed out of bounds (for residents) and with formerly available free parking at Castle Street also re-designated.		1	sw								1				
esident/business	To increase the parking tariffs for business permits by such a huge amount in one go will place unnecessary pressure and strain on the local businesses that are already struggling with a lack of footfall. By raising the tariffs the lack of footfall will only become worse. £550 from £300 is a huge jump and would have a negative impact on people already struggling financially. As a person who uses Swan Meadow, in the winter, I actually don't feel safe when walking to my car when it is dark. There have been long stretches where the car park has not been sufficiently lit. Cars get damaged regularly and it is a place where people feel they can 'hang out' because it is dark and out of the way. The idea of paying more for this type of car park is not a pleasant one.			SW	1	1										Safety concerns in Swan
sident	Question. What organisation carried out the independent review and how much did it cost? Question. How do you kill the economic life of our town?  Answer. Drastically increase the already high parking charges and remove the 30 minute period. Absolutely bonkers. I would like an answer to my first  Question look forward to hearing from you.			SW	1			1								
esident	Are you going to add more Enforcement Officer time to patrol these carparks? I ask this because the North Essex Parking Partnership do not adequately patrol Castle Street (Saffron Walden) in the evenings. Consequently it is often impossible to find a parking place between 8-9PM due to all the illegally parked cars. As part of our Resident's Permit for Castle Street, we are also able to park in the Swan Meadow carpark. Can you confirm that our rights to do this will not be affected, either monetarily or physically in the future?  2.10*must also display either a pay and			sw		1					1					Concern re residents part Castle Street
	display ticket or a virtual ticket" 6.1"(g) Being parked in a car park without clearly displaying a valid pay & display ticket or virtual parking ticket" (i) Being parked in a permit bay without clearly displaying a valid permit or virtual permit" How does one "display" a VIRTUAL parking ticket/permit? When there are road closures and other civil works removing the ability to park in Castle Street Saffron Walden, many resident permit holders have no option but to park in the Catons Lane carpark - which is currently free. (Futhermore, North Essex Parking Partnership have oversold the number of permits they issue, purely as a way of raising additional revenue) As part of our parking options, we currently have the right to park in the Swam Meadow carpark, however it is quite a distance from Castle Street. Walking from there, or carrying shopping, particulary in icy conditions, presents a real threat to life, or of serious injury, to the older and infirm residents of Castle Street, of which there are a significant number. (You can test this yourself by getting someone unfit and over 50 to carry two bags of shopping to the far end of Castle Street, So will parking charges in Catons Lane be waived for Castle Street residents? (If not, then i will let the residents of Castle Street know that the Council is aware of this problem and are therefore culpable in the event that someone is injured, whilst walking from Swan Meadow, to avoid the swingeing charges of parking in Catons Lane)															

Resident/v	As a parent of RA Butler infant school I am concerned about the proposed increase to parking tariffs at Fairycroft Road car park, in particular the removal of the 30 minute tariff, currently 50p, and the increase of the hour tariff from 70p to E.1. currently have one child in year 1 and will have another child joining the school in 2025. Consequently I have a good few years of the school run left! I currently park in Fairycroft Road car park for both the morning drop off and the afternoon collection, 5 days a week, twice a day, approximately 40 weeks a year. Parking is therefore already costing me £200 annually. With your proposed changes, this will double to £400. As we are all aware, parking is at a premium in Saffron Walden, and there is just not enough free street parking for everyone on the school run. I am concerned that the increase in these tariffs will drive peoplay from parking sledy, and legally, in the managed car parks, and push them to parking dangerously and inconsiderately on the roads around the schools. There is already a clash between residents who get rightfully frustrated with parents parking badly, and parents who just want to get their kids into school safely. For those of us who cannot walk (I live in Wendens Ambo) we are being penalised further by these increases. There is no school bus servicing the villages, so driving and parking is our only option. I feel the abolishment of the lower tariff is shortsighted and will cause more congestion and issues in the long run as people are driven out of the car parks due to the enomous cost increase.		SW	1		1				School parent - Fairycroft
resident	I park at Fairycroft carpark every morning to drop my children at RAB. I am happy to pay the 50p charge for 30mins parking to allow me to do so. However, I would not be prepared to pay more than double to pay for 1 hours parking for the same school run. I am certain that every many more parents/cares will be of the same opinion, and this change in policy will do nothing more than encourage an increase in people parking without making payment, or increase parking in the surrounding residential streets as an alternative. This is an extremely short sighted decision, without proper consideration for the many users who park at Fairycroft outside of the normal shopping hours. If these changes are to be enforced, I suggest parking is free at Fairycroft until 9:15am, or there is an option for a 30 minute stay during these hours. For this second option I would consider a price increase to the current 1 hour price of 70p to be reasonable.		SW	1		1				School parent - Fairycroft
resident	The car parks are used by responsible parents who are dropping off and collecting children from nearby schools in Saffron Walden. The changes will cause further costs to these parents who may therefore begin to park in streets around the school causing congestion and frustration for both parents and local residents!		SW	1		1				School parent - school not specified
Business	I write in respect to the proposed increase in the Annual Car Park Charge for the forthcoming year from £300 to £550.  I am a small business owner based on George Street. I'm not quite sure how best to articulate me feelings about this increase. Surely any fair minded person can see this is totally out of proportion? I can understand a small incremental increase, but not by 83% in one hit?  I do hope common sense will prevail?		SW		1					
Resident/b		1	SW							Card only
Resident/b		1	SW							School parent - Fairycroft. Invest in transport
resident	I live in a flat in the centre of town which does not qualify for resident's parking (never been able to get a reason as to why). There is little to no free parking nearby (within half a mile) and that has always been ok while the parking areas have been relatively cheap. An increase of £30 to £75 per month is astronomical and has a massive impact on those of us who live in town, especially when this is put alongside their increases in the cost of living. Aside from that and looking at the bigger picture, this is a market town where people come to potter around and enjoy the market and the shops. This will significantly impact the numbers of people popping in to town on a Saturday - the people that keep our local coffee shops and cafes and the market going. This will have a significant impact on shops in the local area and will only further drive out the independent shops. We already see a lot of people parking illegally along hill Street and beside Starbucks while they nip in to get a coffee - this will only exacerbate that causing more congestion on the roads. I understand that a slight increase might be necessary but it is absolutely outrageous for a monthly ticket to be more than doubling from £30 to £75. We need to make sure that we remain a town for everyone and not just the privileged few.		SW		1					
worker	Have seen your proposed parking charges for swann meadow for the period starting April 2024, working in town and paying £30 for parking upto date has been possible if your charges do rise to the proposed price, it will not be possible for me to carry on working for my employed. Their are four members of staff within my shop that also would have to terminate their employment as this would be a big chunk of wages to lose, food, heating and general cost of living is increasingly getting harder, encouraging free parking would bring more people to the town and increase spending.		sw		1					

within a parking place, there is a sign or surface marking which indicates that a parking bay is available only for a vehicle being used by a parent with a pram, no person shall cause or permit a vehicle to wait in that parking bay unless the driver is accompanied by a child under the age of 5 years However the RAC states the following: Parent and child bays are reserved for parents or guardians with one or more children under 12 years old. Under 12 years old seems to be the national standard. Why is Uttlesford undermining the national standard? There is also no mention of only having a pram. Some people choose infant carriers, are they therefore not permitted to use these spaces? As a parent of an 8 year old who still needs to be legally in a 'car seat' which often I need to assist with her buckling/unbuckling, the need to have additional space to open the passenger door is a necessity to avoid hitting neighbouring vehicles. Which in my experience is the main reason for these additional width spaces. Obviously for younger children with little to no recall ability being in a safe location (away from the majority of the moving vehicles near the entrance to shops) is important, but it is the additional with which is paramount! Also while I was pregnant I HAD to use the parent and child spaces as the spaces elsewhere were so tight that on more than one occasion I couldn't physically get in and out of the car in standard spaces. It seems you have already decided, comments here or on social media will not be considered by you, who are elected by us! However, it seems that you SW esident Fairycroft a disgrace are determined to swamp our market town with housing and kill our shops with these ridiculous parking charges. Can I please ask that you at least keep the half hour period, maybe increase to 70p, that is still a 20% increase. People from town suburbs go elsewhere because of constant traffic problems, these new charges will put the final nail in the coffin that is Saffron Walden. Also may I ask if these extra charges will fund extra cleaning rotas on our car parks? Waitrose car park is an absolute disgrace! resident Seems to me increasing the cost of parking added together with scrapping cash will only deter people from coming to Saffron Walden, especially with the SW 1 cost of living being so high. Resident/visitor Has any of this been discussed with retail units in the town including cafes? I would think majority of them would state the car parks are poorly SW Swan Meadow safety issues maintained with the old machines not in service due to change not being emptied. Little or no CCTV to help with any safety concerns for their staff walking to the car parks in the dark. General maintenance is poor with stairwells not being cleaned or checked regularly. Raising the tariffs by almost 50% of current tariffs will put more vehicles out of the car parks onto surrounding streets for parking. Our nit come into town at all. As well as increasing the times to 18:00. Their is lots of residents that park their cars in car parks overnight due to insufficient spaces close to their residence. This will discourage visitors to come into town which the Saffron Walden BID team have bene tving to encourage. Many who meet for coffee with friends may consider going to out of town areas that do not have parking charges to be able to spend more time with friends at reduced costs. The long stay at Swan Meadow is too far to walk to if you have grocery shopping. Also this is dark and not safe to walk to early hours or late at night. So isn't a solution unless it's access and lighting is changed. Being on a minimum wage the increase you propose for the workers 3 month permit means i would be working for£7.00 per hour not only is the 83% SW Employee 1 increase going to effect employees it will also drive away the few regular customer our shops in Walden have. Lunderstand that the tariffs have no gone up since 2015 and during covid no charge was made but would ask the a recalculation is done and maybe a regular increase is made instead of 9 year gap. visitor I visit Saffron Walden most weeks. There is not enough thought given to parents with children. It is very difficult to get my young son out of his child seat SW 1 Size of child spaces pecause parking spaces are too narrow - the one behind Boots is impossible to use. Please improve the spaces, I sometimes just need to make a quick trip to Boots. I don't need more than 30 minutes. Please have a 30 minutes charge on the common and at Waitrose. The proposed changes will deter people from coming into Saffron Walden. We live in Elmdon village and come into town to shop 2/3 times per week. Once SW hese charges are brought in we will reduce that to once/week. Why not try reducing charges and advertise the fact widely. I expect that will bring in visitors to the town. Only locals and market traders are aware of Catons Lane free parking so why not leave it free for Uttlesford council tax payers. I have often felt the Council Offices free Saturday parking to be a real bonus for the town. UDC tried charging once before and it didn't work. The car park is very often full on a Saturday so that will tell you how popular it is. Removing the half hour charge is pointless. People often dash in to get something quickly. If there is now a charge, why not go to Tesco or Aldi - the car parking is free there. There is no sense in these proposals. We urge you to think again and to think about the Town, the traders, the market, pubs and restaurants. Let's try our best to keep these places thriving..... please! resident It will discourage people coming into the town to shop. They will go to out of town places where there is free parking. I personally won't shop in town SW School parent anymore after school dropoff/pickup as it will mean incurring a daily charge which I do not currently have to pay at Catons Lane. I would usually do this daily but will not if there is no free parking anywhere. People will clog up residential streets around town with parking and so this will impact on traffic flow. Surely it is not necessary to charge/discontinue parking at currently free car parking areas on Sundays which are very little used anyway but of benefit to those attending church services etc I don't have a problem with tariffs going up a little but the lack of anywhere free will discourage me from shopping in town. I will certainly be shopping elsewhere. resident We use Waitrose carpark daily for the school drop/pick-up. The cost increase is considerable and unaffordable. There is such limited parking around the SW School parent 1 1 1 schools that I'm certain this cost increase will have a big impact on those living in the surrounding streets. In addition I would think twice about visiting the town centre shops with all of the proposed cost increases. Catons Lane parking is used by us regularly to visit the town/bridge end gardens. As mentioned, implementation of this proposal would have a significant negative impact on us as a family and I believe the town in general resident Completely unacceptable. The town relies on vehicle access for its commerce and to propose anything that would limit footfall will be suicidal to the 1 SW 1 aspirations of town shopkeepers, particularly with the prethora of alternate supermarkets ( Aldi, Tesco, Etc., ) which provide free parking and the alternate commercial centres in the area. The proposed increases will undoubtedly lead to reduces footfall in SW, particularly doing away with the 30 minute tariff. Non-payment short term parking is extremely limited and those simply popping in for a short errand such as banking, etc... will no longer do so and take their business elsewhere. Losing the 30 minute time slot and moving to the new 1 hour tariff is effectively a 240% increase which is unconscionable in these trying times. The proposed increase for the other tariffs is equally hefty with 172% on the 1 hour, 84% on the two hour and 160% on the three hour All I can assume is that the District Council is seeking to reduce congestion and emissions by driving vehicles from the town oppose them being increased. The current vfm charges encourage me to shop in saffron walden other than elsewhere and support local businesses. 70p SW resident 1 whilst you nip in and out for under an hour is just perfect to co me in and do couple of local jobs. Car parks are well used unlike elsewhere. If you increase you'll just displace parking on to local roads which isn't fair to residents ncreasing ticket prices, removing 30 mins, removing free parking options, introducing Sunday and Bank Holiday charging and adding an mipermit fee will esident SW School parent all work to deter people from co.ing into Saffron Walden and will affect footfall in the centre. A huge number of people live in villages around Saffron Walden and drive in to do shopping or work. Min wage workers will be affected greatly. You should actually be reducing or removing the parking fees to boost business in the town!!! Shopper's will go elsewhere, Saffron Walden, Much too high, Removing 30 min & free parking will affect a lot of people especially parent who live put of town but have to drive children to school/nursery. Adding an hour will probably not make much difference in Saffron Walden as shops & cafes are usually shut by 5pm and charging where and when you don't now won't encourage people to visit the town. Free parking, free periods or low costs everywhere would keep shops cafes etc in business and increase footfall esident It is disingenuous to say that raising carparking costs will not impact of shops in the town. Whenever parking charges are lowered or suspended we see a SW increase in shoppers. Free parking on a Sunday is also important to people's decision to just stop off and have a stroll around, rather than go to a larger town like BS or Camb. Putting a charge on the Caton's Lane carpark and the Council Office carpark is a very negative and unsupportive move against the workers of the town, many of whom are in low paid roles, in a time of economic difficulty and seems a very cynical move. Plus increased parking charges unfairly taxes villagers who have nowhere else to shop and very little access to public transport.

definition of parent/child spaces

age

resident

I have never had to look at the definition of a parent/child space until now... The definition in the consultation reads thus: Parent and child bays 2.7 Where,

resident	Dreadful are you trying to ruin our town we have higher parking rates than many other towns. I know lots of people go to other towns to shop as the high parking costs in Saffron Walden put them off.	1	sw										
resident	It is an utter disgrace to our community that there is not 30 minutes free parking in the town centre! We are exceptionally lucky to have such a vibrant high street! The local businesses are crying out for it during a time of financial uncertainty! Please consider this and treat our stunning and unique town with the respect it deserves!	1	sw										
resident	I was concerned to see that you are proposing to charge for the use of car parks in Saffron Walden on Sundays. Whilst the day tariff of £1.50 is reasonable I think that charging for car parks may deter church goers. Covid and the subsequent lockdowns and restrictions have already discouraged some people from regularly attending church and having to pay for parking will just put a further obstacle in their way. Traditionally those attending church have been exempt from tolls and charges. Saffron Walden has a considerable number of churches of various denominations and may people who attend drive in from the surrounding villages and need somewhere to park. I would like to suggest that as a compromise, the charges for parking should commence at 12 noon on Sundays, by which time those who have come into town simply to attend church will be on their way home.		SW		1								Deter church go-ers. Could we charge from 12pm.
resident	Removing the 30 minute parking fee will not encourage me to spend more time or money in Saffron Walden shops. It will encourage me to shop elsewhere. Sometime I need to pop into SW just to pick up prescription for example. I will have to pay for 1 hour parking instead of 30 minutes. I will therefore move to get my prescriptions delivered rather than go to town at all. Sometimes I have a coffee in a local cafe in SW. I am using the parking app and I have been known to extend for 30 minutes if I'm going to be little longer than planned. By removing the 30 minute feel will not extend to 1 hour, I will ensure I only stay 1 hour therefore spending less money in local cafes. I sometimes pop to SW on the way home from work. If I get there at 5pm, I would have to pay for 1 hour parking whereas the shops mostly shut at 5.3pm. So a waste of 30 minute parking fee. You remoting well the option of paying with cash, and now propose that I will have to pay extra for the privilege of paying using the app! This will absolutely not encourage shopping in the town. It will have completely the opposite effect. I understand prices may need to increase but going from 50p for 30 minutes to £1.20 for an hour - that's a big jump when I often don't even need or want an hour. Why would I have to pay extra to park no Sunday in SW than in Dummow affiansted! E1 vs £1.50. Not everyone in SW earns more than people living in other towns! That makes no sense. Being penalised for living in SW. By removing the last remaining free parking in SW is just a final kick in the teeth. A big question would be where is all this extra money going to? Hopefully to fill in some of the potholes and craters around swwhere! Know many people have damaged their cars - including myself - having to pay for new tyrest pay.		SW			1	1	1	1		1		
resident	Trying to kill may towns, especially Saffron Madlen town (closes to me) and the few shops that remain open are first houghts. With an increase cost of living, UDC is penalising everyone local and tourists. Though I do not mind too much the withdrawal of the 30min apraing options, I totally disagree with Catons Lane becoming a pay and display. Also, extending the parking hours from 8000 to 1800 is punishing people who might just want to nij in town for a quick purchase (though very limited option in SW at that early in the day) or would like to linger or nip to Waltrose after the shops are closed (which is anytime from 1630 to 1730). With making Sundays and bank holidays paying days as welf-does UDC needs that much money I flear that people will either go elsewhere to shop (pis Ferfer to letter in Saffron Local) or multi push people into residential areas to avoid such fudicrous parking measures/fless. What about market traders on Tuesdays and Saturdays??? Despite many believing SW has a lot of affluent residents, a lot of residents are struggling with higher rent/mortgage, utilities and general inflation. If I have to pay to park, something else will have to go je a ferront or korm a local shop to Dorringtons, tip tree or Hoops I do NOT want this! As previously mentioned, I do not mind the 30min only disappearing. However, NO to - charging for hours 0800-1800 - charging on Sundays and Bank Hollidays at any of the car parks mentioned - charging at Council offices in Saturdays, Sundays and Bank Hollidays - charging at Catons Lane		SW		1	1	1		1	1			
Resident/business	My understanding is that both Catons Lane and the council offices at weekends will no longer be free to park. This is a huge problem for those people that work in town along with market traders on Tuesdays and Saturdays. These workers along with the market traders will have to find alternative parking places which will inevitably be outside residential houses. How can the council encourage new traders to come to the market without offering any parking. Shoppers will also be discouraged from coming into town. It stated that costs have gone up however how much will it cost to install and manage parking meters at Catons Lane and London Road council office. Discouraging potential shoppers coming into Saffron Walden with higher parking costs will impact all tretailers. Supermarkets offer free parking but their profits won't go back into the local economy. Do we want our town to become another ghost town with empty high street shops. How much would that impact the councils finances?		SW	1					1	1			
resident/business	We live in a vibrant market town, with Saffron Walden being one of the most desirable places to live in the Uk. Small businesses throughout the town and including our award winning market, attract a huge amount of visitors throughout the year. There has to be an adequate provision for parking to invite these visitors to our town. Currently there simply isn't enough parking on busy shopping days, is eStanday and Tuesday farket days). In which there prosperous towns and small citizes in our region have excellent parking facilities for visitors, for example Bury St Edmund's. Ely and Cambridge. With a wery attractive incentive for people to park, offering discounted parking fees for market days and weekends. Saffron Walden attracts not only a vast amount of tourists but also serves a lot of surrounding village residents who shop, work and school in our town. Parking must be a priority to support this amount of visitors and local residents. Parking spaces desperately need expanding and potentially there could be a need for a park and ride scheme in the near future, which I feel would be excellent! Parking should be free or heavily discounted on Market days (Saturdow Tuesday in Saffron Walden). Other examples of this kind of arrangement, for parking, can be seen in both Bury St Edmunds and Ely. Where they have Market days attracting large amounts of tourists and local shoppers to the area on these days. Saffron Walden firstly needs another big car park and it also needs to attract people to stay for longer periods, le offering 5 hours for, say, E.3.0. All small businesses in the town would benefit from such a lone. By proposing an helty increase in parking flees will only discourage people to drive in to Saffron Walden firstly needs another big car park and it also needs to attract people to increase in parking flees will only discourage people to drive in to Saffron Walden in such a such as a such		SW	1					1	1			introduce cheap parking on market days and a park and ridd scheme
visitor	I have already commented on these proposals (done on 11/1/24) but I was astonished last Friday (12/1/24) when shopping at Waitrose to see an A4 laminated piece of paper near the lifts listing all of the 'proposed' changes. Is this one of UDC's notional consultations as per for the recycling centre where the majority emphatically did NOT wish to be forced to book as lot but this was imposed against the wishes of the originity nevertheleses? An event that has encouraged fly-tipping since. I previously indicated I regularly use the London Road car park on a Saturday - it is convenient for someone living at Elimdon as I do, and also offers easy access to the centre then (when the atmosphere in the town is delightful). As an OAP on a limited budget, I am appalled at the prospect of paying £1.20 for an hour of parking or £2.20 for 2 hours in future. This will make me think twice about visiting Saffron Walden on a Saturday given the current cost of living crisis. I shall therefore in future be far more inclined to make any essential purchases needed for my household online, despite an inherent wish to support local traders. These parking proposals will therefore be HIGHLY ADVERSE for hard-pressed local traders and only complete idiots would consider introducing them at the present time given how many businesses have already 'called time' in the last 18 months.	1	SW							1			

offered being Swan Meadow which is the furthest point possible being some 20 minutes walk. Your proposals will make things worse not better. It is essential for those of us without residents parking to be able to have some access to long term safe free parking for instance when on holiday abroad															
Ido NOT agree with extending daily charging periods from 5pm to 6pm. I do NOT agree with removing all 30 minute tariffs. (This goes against your desire to keep a 'good turn over' and availability of spaces. People will stay longer if they have paid for longer.) I do NOT agree that the Sunday flat rate for Saffron Walden should be 50p higher than that of Dummow or Stansted. I Do NOT agree that all pence convenience should be added when using MIPermit. This was brought in AND HAS BEEN ENCOURAGED TO BE USED by the council. Using it saves the need for attendants emptying machines- for the COUNCIL'S CONVENIENCE. This would be an absolutely disgraceful change, and 'customer convenience' is a pathetic disguise for a money making tax.			SW				1	1	1			1			
Agree with changes to tariffs. Disagree with introduction of convenience fee. The Council should not charge app users, who require no work from the Council, more than those paying cash, who require the Council to purchase, maintain and empty the machines. Disincentivising payment by app reduces the likelihood that cashless or exclusively pay-by-phone parking could be introduced in future, as behaviour change would not be encouraged.	1		SW	1					1						
Comments relate primarily to Saffron Walden. Imposing charges on currently free parking particularly at Catons Lane, SW (which many retail/hospitality staff on minimum wage use) and substantially increasing charges in other car parks will just push parking further into residential streets. It also ignores the rural nature of our district with limited or non existent public transport or safe walking/cycling routes in to tow cidents in the villages have little option but to drive and park so this is likely to mean fewer visits into the town centre, more online shopping or driving to out of town supermarkets such as Tesco or Aldi. Workers will have to park in residential streets (which will further annoy residents) and walk in. The extension to 6pm does not seem to have a reason beyond "others do his" - this may discourage people driving in to go out to town eateries or pubs, or to atthe various events that happen from early evening. This seems nonsensical in a town that has worked hard to have a thriving town centre. While I understand the need to increase charges lightly, and have no issue with the 1 hour minimum, these increases are steep - 50-60% increases, as well as making current free parking at some car parks, and on Sunday/Shank holidays chargeable. The season ticket rais at Swan Meadow (an isolated car park which regularly has car break ins and poor CCTV or other parking management presence) seems particularly large and off putting.			sw	1	1	1		1		1					Safety in Swan Meadow flagged
It appears that UDC are desperate to destroy the shopkeepers in Saffron Walden with their increasing parking charges. Having wasted 2 million pounds on a Judicial Review which they were told would not succeed to UDC now want to leace local people and visitors to recover the money. The car park at the Council Offices at London Road saves shoppers from driving through town from the west adding to vehicle emissions. It is used for free by Council employees during the week so why not the wider community at weekends? People will vote with their feet and shop at Tesco, Aldi and the proposed Lidt where parking will be free and not venture into town denying local traders of much needed business especially in inflictual economic climate. Cut some slack and leave the free car parks alone. If people want to park close to the shops in town that's fine but others like us like the walk from the Council Offices on a Saturday. Leave alone in this difficult financial time. RFU are just being greatly, typical.			SW	1						1	1				
Regarding this change: 'It is also proposed that a resident permit scheme will be introduced on Saturdays, Sundays and Bank holidays and after 4.30pm on weekdays to allow residents in numbers 2 - 50 (even only) London Road the opportunity to park. The proposed cost of each permit is 278.00.7 Life at 32 London Rd and have been hoping that some residents' permit parking ingifie the made available as it is becoming increasingly difficult for indiparking in the area. Residents are often having to park cars in the evening and on Sundays on London Rd, and although technically allowed, it is not ideal (danger of damage to cars, difficult for large vehicles, traffic held up etc.). During the daytime it can take a long time to find a scon a street elsewhere and is ofter a considerable distance from home. I would prefer there to be the option of purchasing a residents' permit for 24/7 parking at the council offices (as long as the cost was considered reasonable - in Cambridge we paid £80 per year for 24/7 residents' parking). We mainly work from home and so the current proposal does not sobe the problem of our daytime parking issue, it just charges us for something that we mostly early have (free weekend parking). I would like to see marked resident bays in the council offices so that there is no chance that you have paid a permit fee for a space and one won't be available. As a side note: cars drive incredibly fast down London Rd and also fail to stop a lot of the time to give way at the London Rd/Deben Rd/High St roundabout. Some speed checking/reduction methods and repainting of the roundabout road markings would be useful. London Road Council Office are park seems to be one of the least used in Saffron Walden, a space is usually available on weekends. Introducing weekend resw will surely just push the few that do park there to take any available steret parking, creating even less for residents and making the flow of traffic even worse. It is essential for residents that some on street parking is still allowed on even			SW								1				
Further to the proposed increase in car parking prices in Saffron Walden, I would like to put forward my following comments:  *The town is already suffering loss of enterprise with businesses/retailers closing their premises, not only due to increase in rents, utilities etc but also from footfall through the town due to out-of-town locations (i.e, Tescos, the Aldi Business Park on Thaxted Road) etc.  *A 100%+ increase in car parking charges will deter visitors to the town, together with local people who travet into Saffron Walden to utilise local shoos			SW	1											
	the area. Residents are often having to park cars in the evening and on Sundays on London Rd, and although technically allowed, it is not ideal (danger of damage to cars, cifficult for large vehicles, traffic held up etc). During the daylime it can at kea long time to find a space on a street elsewhere and is often a considerable distance from home. I would prefer there to be the option of purchasing a residents' permit for 247/ parking at the council offices also long as the cost was considered reasonable - in Cambridge we paid £80 per year for 24/7 residents' parking). We mainly work from home and so the current proposal does not solve the problem of our daytime parking issues, it just charges us for something that we mostly already have (free weekend parking). I would like to see marked resident bays in the council offices so that there is no chance that you have paid a permit fee for a space and one won't be available. As a side note: cars drive incredibly fast down London Rd ad also fall to stop a lot of the time to give way at the London Rd/Deben Rd/High St roundabout. Some speed checking/reduction methods and repaining of the roundabout road markings would be useful. London Road Council Office car park seems to be one of the least used in Saffron Walden, a space is usually available on weekends. Introducing weekend fees will surely just push the few that do park there to take any available street parking, creating even less for residents and making the flow of traffice even worse. It is essential for residents that some on street parking, is still allowed on evenings and Sundays as this is when we are able to complete activities such as loading the car for the recycling centre, unloading shopping etc. I would prefer to see no charges introduced to the London Road Council Office car park on weekends so that non-residents aren't then encouraged to use on-street parking in the area instead to avoid the fee. But as mentioned in the previous box, I would like to see 2477 residents' permit parking made availab	the area. Residents are often having to park cars in the evening and on Sundays on London Rd, and although technically allowed, it is not ideal (danger of damage to cars, difficult for large vehicles, traffic hed tup etc.). During the daytime it can take a long time to find a space on a strate elsewhere and is often a considerable distance from home. 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Further to the proposed increase in car parking prices in Saffron Walden, I would like to put forward my following comments:  *A 100%+ increase in car parking charges will deter visitors to the town, together with local people who travel into Saffron Walden to	the area. Residents are often having to park cars in the evening and on Sundays on London Rd, and although technically allowed, it is not ideal (langer of damage to cars, difficult for large vehicles, traffic held up etc.). During the daytime it can take a long time to find a space on a street elsewhere and is often a considerable distance from home. I would prefer there to be the option of purchasing a resident's permit for 247 parking, it we council offices (as long as the cost was considered reasonable - in Cambridge we paid £80 per year for 2477 residents' parking). 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Further to the proposed increase in car parking prices in Saffron Walden, I would like to put forward my following comments:  *The town is already sufferi

resident	Tariff increases			SW	1	- 1	1	1	1			Sundays - after 12 for church
- Colodin	Talli liuteases			SVV	1	1	1	1	1			goers
	P. (Proposal) Tariffs are an important tool for councils to provide and manage turnover of spaces to ensure that parking is available to motorists when											0
	required.											
	R. (Response) I am primarily a user of Fairycroft Road CP (Waitrose) and I have never had a problem locating a parking space there even on the busiest of											
ı	days (Christmas Eve). This tells me that there are sufficient spaces within that location. I have also used other CPs e.g. the Common; Rose & Crown and											
	again haver not experienced CP congestion problems.											
	P. There is cost to the council associated with the provision of car parks, and tariffs are used to cover these as well as other costs that the council incurs.											
	R. Tariff changes are unnecessary for maintenance as minimal maintenance, if any, is conducted and therefore cost is of little consequence.											
	The CP at Fairycroft Road is of particular poor maintenance and rarely cleaned (see recent articles and letters in local paper for evidence). The safety											
	barrier on the stairway has been damaged and unrepaired now for a number of months. The vehicle access leading to the upper floor is frequently under											
1	water during wet weather; and the upper floors have been closed during cold/wet weather due to slippery conditions.											
	What are other costs? Are other costs CP related?											
	P. Benchmarking against other car park tariffs has taken place to compare the council's parking offer with that offered by other comparable local authorities.											
	autiorities.											
	R. I regularly park in Jackson Square CP, Bishop Stortford. The cost there for 1hour is £1.00. I also park in the London Borough of Enfield, Palace Exchange											
	CP which does not charge if parking is less than 15mins.											
	Which other local authorities have you compared yourselves too?											
	P. During the review the council asked the consultants to consider all aspects of parking and the following proposals were recommended in addition to											
	increasing the current tariffs:											
	To remove the 30 minutes tariff from all Saffron Walden car parks This would make the minimum parking charge time one hour and may encourage motorists to spend additional time in Saffron Walden rather than having											
tesident/business	I think you need to try a little harder to cut the costs of managing your car parks. Excessive, unnecessary spending seems rife in this council, particularly			SW	1	1	1		1			Introduce a reduced rate for
	on consultancy fees. We have no shortage of clever people in Uttlesford who could be employed by the council to carry out studies. If you'd take time to do something as simple as look at the Saffron Walden Residents' Facebook group, you'd find a wealth of data and information from residents themselves	9										locals
	which you could use. The admin fee for using the app is a real kick in the teeth, especially as you've removed the ability of the ticket machines to take											
	cash. You've already proposed increases in parking fees. Why do you also need to charge an admin fee to use an app? How are we going to benefit from											
	this? You've made no effort to explain this. Have you considered taking an approach similar to the one used by Chelmsford Council, where local people											
	pay a reduced rate to park in their towns? We have a town which regularly features in articles about wonderful places to visit - let's harness some of that											
	tourism income, rather than assuming flat fees for all. It's time to take things back in-house, employ local people and make the most of the assets you											
	have. I'm not seeing any all-singing, all-dancing reasons why any of the district's car parks need to have vast quantities of money spent on them. Show the											
	residents some respect and compassion, or you'll find they will shop elsewhere, or worst of all for our residents, starting parking their cars dangerously or											
	inconsiderately in residential roads. I have no objection to the increase in season ticket prices. The majority of people who require them are employed in											
	town, or by virtue of being able to afford to live in the centre of town, clearly have the financial resources to pay for them. This is not me knocking them - it											
	is a cost which I assume they factored into their decision to purchase an in-town property or take a job in the town centre. However, I think it's a											
resident	First of all, it is not clear what the proposals are. If you are going to have a genuine consultation where the outcome has not been predetermined, you must					1	1			1	1 1	Should be pay on exit like
				SW				1 1			1 - 1	
	lay out clearly and briefly exactly what the proposals are. There should be no need to have to read through lengthy reports on the website to find out about			SW			1	1 1			•	Stortford
	the proposals. I have had to go back to the Cabinet meeting of 18 December to find out exactly what UDC is proposing. This is not good enough and not			SW								Stortford
	the proposals. I have had to go back to the Cabinet meeting of 18 December to find out exactly what UDC is proposing. This is not good enough and not democratic. I will be amazed if many people comment and even more amazed if anything changes as a result. For what it is worth, I will comment below.	ı		SW								Stortford
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resident am amazed at some of the proposed changes to parking charges. Many of us come into town from the villages, some without public transport and have Pay on exit like Stortford. Higher to park our cars. As a patient of Gold Street surgery who collects prescriptions from there the 30 minute park is good. I can rush in and out but your cost of East St/Gold St on street proposed abolishment of the 30 minute slot means I have to pay extra in Fairycroft to collect medicine. Extending the payment period at the end of the day is just mean. Many people come in before the shops close to buy food etc and it was a bonus to get free shopping. Why are you trying to alienate people?Lately it has been difficult to park in townvwith all the extra housing around and I choose to go to Bishops Stortford. Hertfordshire have a great system of parking payment. Fixed or pay on exit so you don't pay for more than you use. Why take away the few free parking places such as Catons Lane which again encourage people to come shopping in the town? The town is looking scruffy and ramping up parking charges is a sure way to keep people away! My last thought. Why is the charge to parkbin Gold Street and East Street twice as expensive as anywhere else? People who can't walk a long way to get to Courtyard Dentist could park in the road outside the Boys British School but it is expensive and too short for a dental appointment! Please think of those of us who are struggling and give us a bit of hope! Thank you Clearly there is no management. The car parks you manage look run down and there is no investment in them, look at Waitrose car park! It is an absolute Residen SW 1 Poor maintenance disgrace that you are so clueless and destroying the town and local traders. Other towns are actually increasing the amount of free parking. Wake up!!!! Putting up parking rates and introducing new rates and Sunday charges is absolutely ridiculous. You should be doing the opposite and reducing rates to encourage shoppers and trade in to the town. The town and local businesses are already suffering and there are an increasing number of empty shops. Ridiculous and totally out of touch! resident I recognise the need to maintain car parks and the costs involved. I avoid busy periods when shopping and deliberately go after 5pm or on Sunday when SW 1 it's free. I might change my mind about doing this shopping now, especially as it'll also no longer be just 50p to drop in somewhere which I'm normally nappy to do. Please keep the top of the SW common free as it's useful for dog walking resident I think that charging to Caton's lane car park is going to have a huge impact on the shops and businesses, without the free car park people are less likely to SW pop to town and will start to order more online. i have an objection to the removal of the 30 minute slot. This slot is used by a lot of parents for the school drop off and pick up. I live in sewards end and SW School parent - Fairvcroft esident my son goes to Rab school. The school does not have parking for the school run nor is there sufficient areas around the school to park so I have no other choice but to park at Fairvoroft twice a day and walk to rab. Luse the 30 minute slot to do this every single day, twice a day which costs £1 a day. If this slot is removed, I will still have to park here as there isn't another option however it will cost £2.40 a day which is over double the cost. This won't encourage me to spend more time in town as in the morning I am on my way to work in the morning and going home to make dinner etc at the end of the day. If this slot is removed, where is this school traffic meant to go? Will this impact the school who already have to deal with parking concerns due to lack of available parking - they have enough to do and don't need additional work that may result from this change. Please don't remove this 30 minute slot as it s really needed by parents. Thanks for reading this. I understand that council finances are precarious right now, but raising parking charges and introducing new charges at locations and times that were resident SW 1 Church goer previously free is not the way to resolve the situation, and shows tremendously short-sighted thinking on the part of Uttlesford District Council, Saffron Walden's shops and businesses are working hard to maintain thriving businesses in challenging times. If the new parking charges make people think twice about visiting the town, as they no doubt will, then this will hit those businesses. Surely the local area will lose far more from shops and other ousinesses standing empty, and the town steadily emptying of visitors once there is less to attract them here, than it can ever gain by charging people to park on Sundays. To provide our personal example, we often stop off at Waitrose Fairycroft car park in a Sunday on our way home from church to shop at Waitrose and, more often than not, to pop into a few other shops to pick up things we need for the week ahead. We have already decided that we will head to Tesco for any similar shopping stops in future to avoid incurring parking charges. (Incidentally, the parking situation in the centre of Saffron Walden is appalling on Sundays, with people parking opposite turnings, over dropped curbs and generally in places they're not meant to park. Meanwhile Fairycroft car park is largely empty. UDC might generate more revenue by enforcing parking rules on these days rather than punishing those who park in designated Saffron Walden town centre is seeing shops failing so putting up car parking charges is not going to help footfall in the town centre when online shopping 1 SW is increasing and supermarkets and retail parks provide free parking. More reason to use online facilities and out of town retail parks with free parking and avoid town centre parking resident My concern is that this is an excuse to hike up prices. This is going to be a disaster for our family who live in Littlebury but have children at RAB primary. SW School parent - fairycroft 1 There is no school in Littlebury for them to attend. There is also no parking to be able to drop them off. As it is I am already having to pay £1 every day of the week in parking to drop my children at school. This is £5 a week which is over £20 a month. Would you are proposing will more than double that. It's a tax on getting my children to school. It is already enough of a nightmare trying to find parking spaces. There have been times when I have left 45mins to get into Saffron Walden and to park and I have still had to ring the school to say that I am not able to park the car. Your proposals are not going to improve this issue. It already feels wrong that you are profiteering from parents dropping their children to school. If you raise the prices I can see that there will be ncreased problems with parking in residential areas and elsewhere. Resident/visitor I wish to comment on the proposed changes to the car park tariffs in Saffron Walden. Have you gone stark raving mad??? Are you actively trying to kill off SW Poor upkeep of Swan Meadow the town??? How can you encourage more shops, more shoppers and more spending to the town if you increase car parking changes by this unjustified amount. 30 Minutes periods are fine for those that what to drop in to town to get their requirements during a busy day, to almost double the charge for up to 1 hour smacks of greed and the likely-hood that people will not come to Saffron Walden and spend their money - which is the whole point is it not? All the residential roads around Saffron Walden are already clogged, but this will make them even worse (although with the amount of pot holes on these roads that have been left or had cheap temporary repairs. I'm not sure they can get any worse!) Why, for the love of god, are you wanting to charge people on Sundays/Bank Holidays - again just shows the pure greed by the council. Saffron Walden will become a ghost town on this days and more and more shops will shut. One other point, why £1.50 for Saffron Walden and only £1.00 for Dunmow & Stansted?? Swan Meadow... no CCTV coverage. very little maintenance and a haven for reckless driving and the travelling community (I don't ever see them being given a car parking fine, I wonder why?) and yet you want to vastly increase season tickets to an unjustified amount. Clearly the Council do not care about the community and feel the motorist is an easy target. I am totally against this car parking increase. Residen am deeply concerned about the increases to car park charges, Particularly around the loss of the 30minute charging point. The school drop off and SW School parent - fairycroft pickup requires use of the car parks for a significant number of people. RA Butler school has students from a wide number of out lying villages and there is no safe way to access the town without driving (cycle paths are non existent in uttlesford it would seem). This means that to drop off at school will cost £2.40 a day, A cost of £12 a week or £468 a year in total, an increase from £195 a year. The equates to a 140% increase in cost for parents needing the use of the car parks. I think that this is terrible, a stealth tax and another thing that has been thought up by people who use the town for leisure rather than for actual daily life resident l object strongly to introducing charges on Sundays and public holidays. Charges on Sundays would affect churchgoers particularly and family visitors to SW Church goer the town I park in Catons lane car park sometimes if there aren't enough spaces at the top of the common, to take my daughter to st Mary's school. Parking is Resident SW School parent - Catons Lane. already difficult enough. We live by ridgeons so it's a long walk, if I walk her to school and back again, and the same to collect her that's nearly 4.5 miles, Works near Craftton Green) Plus if I have work whilst she's at school it's not possible for us to walk! I have to drive, It's difficult as it is at the top of the common, so that will become even more hectic with people avoiding the car park if it charges. It's unfair if it charges because I cannot afford a few pounds each day just to take her to school! Even a 15 minute drop off isn't enough, as I have to leave 30 minutes earlier before pick up just to get a space as it is!! Please do not charge. Also, crafton green in stansted, please do not make a maximum stay of 3 hours, because I work in Tesco express and there's limited parking as there is, as a last result I have to go to the car park on Saturdays and pay, which I have to do often, If it becomes 3 hours max I will be even more stuck!

re	esident	What proposed management proposals!! - what needs to be managed!!. Car parks manage themselves. Without the ticket machines now not taking cash	1	SW									
		there's no need for them to be regularly emptied. The only thing that needs to be done is ensuring there is enough paper to print tickets for those that don't											
		use the app to pay for parking - I'm sure those costs are covered by council tax. The proposed car parking charges being raised by as much as 150% are											
		completely unacceptable. There are many towns close to Saffron Walden whose car parking charges are a lot cheaper than the current charges in the											
		UDC car parks. UDC will unwittingly harm the local businesses both affecting visitors and staff, many of who are on minimum wages. There are no											
		alternative forms of transport offering park and ride, the towns are too small for that type of system. UDC will force visitors to go elsewhere and it will											
		ultimately put businesses out of business. Think again !!!!!!											
re	sident	I would like to share my feedback on the above. While I recognise that prices have not increased for a number of years, inflation is impacting everyone and		SW	1		1						School parent - Fairycroft
	Judent	If feel that increasing the price for parking in Saffron Walden will have a negative effect on the town.		""			1						Concerparent Fanyeren
		The triat increasing the price for parking in barrior watern with nave a negative effect of the town.											
		I use the Fairycroft car park every weekday, along with many other parents, for the school run. We live in a village so we need to drive and park in town and											
		there is no suitable, or safe, place to park without using this or the Common car park. It already costs me £5 per week to park there for the school run (our											
		children attend RAB), in addition to any other trips to town, and any increase will add extra pressure on our family finances. I know that many families are											
		in a similar position and I think it will result in people 'dumping' their cars in unsuitable spaces on residential roads or worse, dropping their children											
		directly outside school in what is already a very congested area, not to mention this is unsafe.											
		also think this will have a negative impact on the town as businesses rely on people coming from outside Saffron Walden. As you will know, public											
		transport in the area is extremely poor and therefore people need to drive into town to access the shops and other amenities.											
		I hope you will consider these points as part of the consultation.											
L													
re	sident	It seems like opposite of what we need to drive footfall to our towns and people spending locally. There's definitely a lack of mother and baby spaces and	1	SW									Maintenance issues. More paren
		accessible spaces. Don't be so short sighted, you can't just apply a 150% increase and plead poverty because you haven't changed charges for a decade.	1								1		spaces.
		Increase parking pricing more incrementally across the course of time, 10% p.a until its 50% more than you're currently charging then determine whether	1								1		
		it's actually the financial saviour to UDC's shocking financial position. Show actual value for what we're paying for too, service the car parks, add CCTV.	1								1		
re	sident/business own	lam strongly opposed to the suggested changes, removal of free parking, weekend charging and so on. It will be clearly detrimental to local businesses		SW	1	1	1	1	1	1			
'		and encourage shoppers to go elsewhere - either out-of-town shops or other local towns that do not seek to penalise town centre shoppers as I'm afraid		1	i - I	-	1 -	-	-	-			
		Saffron Walden already does to an increasing extent. We have already seen wholesale removal of free short-term parking in town (eg at the side of the											
		common and in Castle Street) in favour of so-called "residents parking" - most of which is empty during the day. You also cite increased car park											
		operational costs, despite having recently replaced your staffing costs with faceless computers that penalise those users without debit cards or smart											
		phones. Where are these costs incurred? It is certainly not in cleaning Fairycroft car park and others You now tell us that removing the 30 minute parking											
		rate from saffron walden will "encourage shoppers to stay longer". Utter balderdash. What you're really saying is you want to double the cost (and then											
		some) to pop into town to buy stamps or a loaf of bread. I will simply go to Sawston instead and so will many others! I'm not interested in paying more to											
		plug gaps in your finances, and that's without mentioning the risk to my suspension every time I risk the potholed and cratered roads of our once-nice											
U		town! Leave the weekends free. Leave London Road free, the old Hospital was raised by public subscription, bought by yourselves at a knock-down price											
_9		and now you want to turn it into a cash cow to milk the town's hard pressed motorists. If you penalise town shoppers they will go elsewhere											
age													
	esident	Yes, a small (max 10 per cent) increase in tariff is reasonable. No - an emphatic no - to the free car parks introducing charges and to the 5pm turning into		SW				1	1	1			
≍□		6pm. Currently, people can park free of charge at 5pm to pop to shops or collect a prescription etc but if they had to wait till 6 the shops would be closed.											
(D L		It's one of the lovely things about SW that there are a couple of further out car parks that can be used free of charge.											
l re	sident	I hope a choice of how to pay will be available at all pay machines and not be entirely reliant on an app and therefore a mobile phone. Not all people enjoy		SW		1	1	1					
S		using and being reliant on a mobile phone and personally I would be resentful of the need to constantly carry a mobile phone when I rarely use one at the											
Ω		moment. I note changes proposed for Sunday parking and regret the possible removal of free parking on that day. There are relatively few retail outlets											
Οij		open in the town on a Sunday and those that are seem to trade mostly for the convenience of visitors from outside of the town. I am sure It is an incentive											
		to visitors that one day is free of parking charges and allows people to visit without the need to pay for parking their car. I know that since Cambridge											
		starting charging for Sunday parking I rarely visit to just take in the beauties of the city because I resent the need to pay and therefore do not contribute to											
		their local economy as much as used to be the case! Please do not proceed to charge a flat fee for Sunday parking. I neither agree with the need to extend											1
		the charging period beyond 5pm. Surely local residents could be allowed a free hour at the end of the usual trading day to quickly nip to a shop for											1
		whatever purpose and do those small tasks which only take a short time. Equally, the withdrawal of a half hour parking fee seems mean given what I have											1
		stated above about quick but necessary tasks in town.											1
r.	sident	The proposal would further deter UDC residents, who live further afield, from coming into Saffron Walden. Given the disgraceful condition of the roads,	×	sw									
"		and the cost of motoring in general, increasing the cost of parking is a further disincentive to venture out, and encourages on-line shopping at the expense	_ ^	"									
		of physical retailers. If anything, the tariffs should be reduced to promote Saffron Walden, and other UDC towns.											
1	sident	This is a disgrace. Why remove the 30 minute tariff. This will stop people altogether using the town. UDC not caring about people as per		SW	1		1						
	esident	The increases are far too high. This will discourage visitors to the town. The High Street shops need all the help they can get. Increases are inevitable but		SW	1		1						
''	oracit	the jump is too high. Also, removing the half hour tariff is wrong. Please reconsider the level of increases. Not everyone in Saffron Walden has money to			*		*						
		the jump is too nigh. Also, removing the nair nour tariff is wrong. Please reconsider the level of increases. Not everyone in Saffron Walden has money to spare.	1								1		
-	chool	Spare. The current 30 minute parking slot is very useful for parents who are dropping off / collecting children during the school run. If this is removed, there will		SW	<del>                                     </del>		1	_			+		Response from RAB School
l,	unout	be a lot more traffic around the school site. South road and surrounding roads. We already receive frequent complaints from local resident's regarding		300			1 .						nesponse nom nad school
		parking around the school. We know that many parents make use of the 30 min parking slots, so would strongly oppose the removal of this parking option.											
		parking around the school. We know that many paterns make use of the so thin parking siots, so would strongly oppose the removal of this parking option.	1								1		
	1-11			6111		-							Deduce number of continue to
l۷	isitor	For a town to prosper against the threat of online shopping and increasing costs and decreasing footfall for all businesses - retail, professional,	1	SW							1		Reduce number of residents bay
		hospitality, is ease of access. Increasing car parking charges goes directly against this. Why not think outside the box and remove all car parking charges?											
		People would stay longer in town and spend more money. It would become easier and more convenient for people to shop here, meet friends here and											
		enjoy the town. In a similar vein why not reduce parking permit areas (why have they crept alongside the common and down castle street? - they are											1
		generally empty and why can people not buy a house appropriate to their needs - it will be cheaper without onsite parking, why do we then give them											
		parking for free and everyone else has to suffer?) Increase free parking in the town and you will have a vibrant town Increase charges and decrease the	1								1		
L		number of spaces you will kill the town Your choice											
re	esident	Make parking FREE for the first two hours in all public car parks. Eliminate paid parking on East Street and other thoroughfares, allowing residents' parking	1	SW									
		only.											
_													

	With more and more commercial properties in the town being converted to residentia(ie lime tree passage) it is important that there are enough residents car parking spaces. Residents car parking spaces should not be compromised by being offered as paid spaces on weekends. For example, Gold Street		SW	1	1 1							Introduce workers permit available via employer at sam
	should be entirely residence car parking seven days a week. There are there are number of people who work in the town centre and they should not be penalised by exorbitant monthly seasonal car parking tariffs at Swan Meadow. These should be as competitive as possible and I believe the propose new											rate as a resident permit
	charges are at least 50 % too high. If we are to encourage people to work in Saffron Walden , and in particular in the hospitality industry , we need to											
	proper provide them with Safe affordable car parking . I therefore suggest that Uttlesford introduce a Saffron Walden town centre workers car parking permit which should be charged in line with the residence car parking permit and available with six months and 12 month options via there employees.											
	Car parking is a major consideration when people seek employment and accommodation why would we want to penalise people to live and or work in the											
l I	town. Both of my suggestions make commercial sense, the more people who choose to live and or work in the town centre, the more revenue that is											
	generated for the town. The seasonal carpeting charges are too high(see above). They need to be in line with residents car paring spaces for genuine town											
	workers. There sold be no Sunday car parking charges.											
resident/business own	Comparison with Ely - a comparable town to Saffron Walden. They offer FREE parking, with some restrictions, to visitors & shoppers! And to people	1	SW									
	working in the town. UDC proposals will DEFINITELY reduce the current footfall that we enjoy and should be completely rethought. What were the terms of											
	reference given in the consultation process?											
	To take away option of 30 minutes parking Is unnecessary. 30 minutes is a very useful option when picking orders up		SW			1						
	I have two particular areas of concern: London Road proposal I live in Little Larchmount. It is challenging enough to find parking in my own street with		SW			1				1		Works at RAB and wants 30
l I	everyone on London Road using it as their parking area. Removing free parking from London Road Council Offices will encourage more people who want											tarifff for school parents. Lit Little Larchmount which is u
	free parking to park down a very small street, whose residents can already not park by their homes. I appreciate you are offering parking for London Road											by residents of London Rd fo
	residents, who may or may not take it up, but others coming into town, will just nip in and leave their car for a short while. I strongly DISAGREE with parking charges being implemented in London Road. 30 minute parking session I work in the Office at R A Butler Academy and we often receive											parking; this will get worse.
	complaints about parking around the school from local residents. If the 30minute slot is removed as an option, replaced by an hour, all those parents that											parking, this witt get worse.
	use the Fairycroft car park at Waitrose to drop off and pick up twice a day, of which there are many, are less likely to do so. Not only would it be an											
	additional cost to parents, it could potentially worsen parking issues and traffic around school for those that cannot afford to or want to pay extra. I											
	strongly DISAGREE with the removal of the 30 minute option.											
	i would ask, please that all those currently 'free of charge' parking days in at least some places in Saffron Walden on Sundays and Bank Holidays, be kept		SW		1							Cognitative difficuties in using
	free, as they are currently.											card machines
	Not least because some days cognitive difficulties mean I'm unable to deal with paying parking charges by any method, even more so now that paying by											
	cash is no longer an option.											
	Even now, most times I am unable to use my car in Saffron Walden because of the cognitive difficulties in handling the car parking arrangements. The											
	proposals regarding charging for Sunday parking would mean that most times I would be unable to use my car on Sundays also. The cognitive difficulties											
	mean that the work-arounds you may be assuming I could be using, don't work in my circumstances.											
	I value my current Sunday access to car parking in Saffron Walden, and am dismayed that it is proposed that I lose my present level of access.											
	Thank you for your consideration over this.  These are over complicated and require excessive bureaucracy and manpower to properly enforce them and so become self defeating. By keeping the		SW							1		
	existing free parking areas it reduces the enforcement action required and encourages shoppers and visitors to Saffron Walden. These charges are		SW						1	1		
	existing free parking areas it reduces the enforcement action required and encourage shoppers and visitors to Saffron Walden and divert existing excessive and expanded to currently free parking areas. They will do nothing to encourage shoppers and visitors to Saffron Walden and divert existing											
	local shoppers away from the town centre to Tesco, Aldi and neighbouring retailers at Knights Park where car parking is free. It will be made easier to shop											
	out of town when Lidl open, again with free parking. Cambridge also has acres of free parking at its Waitrose, Tesco, Sainsbury's, Aldi, Beehive Centre and											
	Newmarket Road retail parks where there is a considerably better choice of retailers as well. I would have thought Uttlesford Council that wasted £2.0m											
	of local taxpayers money on its ill thought through Stansted Airport planning debacle would be keen not to upset local taxpayers a second time with											
	another ill conceived policy. R4U seem to have forgotten their remit to the voters.											
resident	It is reasonable to increase parking charges after they have stayed the same for so long. However, the decision in particular to increase the number of		SW						1	1		
	places where a charge is made, and effectively to take away free parking in the town, will have a negative impact: 1. Those who suffer most from the											
l I	removal of free parking will be those who cannot afford the increased charges. 2. Businesses will suffer greatly as a result. Uttlesford is kidding itself if it											
	thinks that Saffron Walden has enough to offer (yes, we are charming, but we have no big shops and almost no banking or financial facilities) to keep											
	people coming in to shop etc if parking becomes an expensive issue. Some free parking may remain, but if this is severely time-limited it will not											
	encourage people to stay in town long enough to benefit many of the independent shops and hospitality venues which add so much to the character of the											
resident	town. 3. Essentially this gives the message that visitors etc are not welcome in the town as once they were.	1	SW		_							
	Are you Joking, if you want Saffron Walden shop holders to go bust, go ahead, knock yourself out - pure greed. Why is parking not Free? How did you find	1	SW									
	car parks in the old days when they were free? No No No											
. !												
. !												
. !												
rocidont	I do not agree with the proposals to change the times of car parking (moving from 5pm to 6pm and adding Sunday and Bank Holiday charges), regardless		SW		1	1	1	1	1	1	<del>                                     </del>	
	of what other councils charge. Saffron Walden is what is important and we need to ensure residents and visitors have car parking options that are relevant		Svv Svv		1		1	1	1	1		
	to Saffron Walden town centre visits, encouraging people to use the town and its facilities and services as much as possible. I do not agree with the											
	proposals for parking charges at Catons Lane and Council Offices car parks. These free car parks are a huge incentive for residents and visitors to come											
l I	into town and should remain free. I have always thought that this is one of the excellent things that sets Saffron Walden apart from other towns and should											
	be retained. I do not agree with the proposals to charge a fee for the use of his mile miles that a cheek - after providing this service and encouraging people to											
l I	use it rather than using the meters, to now propose a user fee is diabolical, unfriendly and unjustified. I appreciate the need to increase charges after											
	them being static for so long, but the increases should be proportionate to what they are now, with a realistic percentage increase at each car park, and											
'	with no increases being above the current rate of inflation. We are still in a cost of living crisis, the number of people in Uttlesford using foodbanks has											

resident	It is disingenuous to not speak about the Convenience Fee being charged to users of MiPermit separately from the proposed changes to parking charges.			SW	1			1		1					Charge more for EV bays as these
	10p on a 1hr stay at Fairy Croft Road in Saffron Walden equates on the proposed tariff as an additional 14% increase on the existing 70p cost which is >2x														are visitors not locals
	current annual CPI alone. Without card payment services on site and people generally cashless day to day, most have moved to using the app. This feels														
	like a double dip on proposals to increase tariffs by the council. You state "Tariffs are an important tool for councils to provide and manage turnover of														
	spaces to ensure that parking is available to motorists when required." This approach is completely contradicted by the proposal to scrap the 50p for														
	30mins tariff. In fact, you state words of encouragement that it would cause people to maybe spend longer in Saffron Walden - an hour minimum not half														
	an hour. This is a juxtaposition with the stated strategy of managing efficient turnover. These two examples demonstrate that the proposed management														
	changes are unfair and not appropriate considering the Council's stated objectives to improve parking for residents and to apply fair inflation based tariff														
	changes (taking the MiPermit charge shifting to the customer from the Council on top of direct tariff increases). Taking Fairycroft Road Saffron Walden,														
	parking Mon-Sat. Currently 30mins is 50p and 1 hour is 70p. The proposal is a minimum charge of £1.20 for 1hr. The increase for 1hr is 71.4%. The														
	increase for 30mins is 140% UK CPI between 2015 and 2024 is c.33% It is a lie to talk about inflation since 2015 and the proposed tariffs bearing a														
	reasonable relationship to one another. If that were true then a reasonable tariff would be: 30mins 70p 1hr 95p For a person parking 4 days a week in														
	town, twice for <=30mins and twice for <=1hr (but >30mins) the weekly cost today is £2.40. Allowing for holidays, they may park for 47 weeks each year														
	resulting in an overall cost of £112.80 pa This would be £225.60 pa. This is an increase of 100% - that's double or 3x compound inflation over the 9yr														
	period you infer inflation should be applied. 3x. How does the Council think this is a fair and reasonable proposal? A flat rate that offers an inflation uplift for a customer annually with this level of use would be to set a minimum of 1hr at an 80p tariff. I am concerned that there is an intention to install more EV														
	charging bays in car parks subsidised by all users - else why propose to over-inflate tariffs by such a huge factor? The majority of drivers do not own an														
	EV. Green agendas are only widely acceptable when prioritised by the Council when there is widespread support for them or they are funded by central														
	Government. If more EV spaces are needed for non-locals driving to our town car parks (locals do not need to charge their car on a trip to the shops or a														
	cafe from nearby) - change a levy for the using the EV charging facility. Let the user pay not everyone else. Be fair. Many people share the same view.														
	Charges will go up but facilities must be maintained and all must be fair. The proposals on tariffs seem disproportionate and are not justified. Parking is a														
	facility that can be employed as a tool by a Council to persuade people to come and visit who do not live here and to provide access for those that do live														
	here. People are more prepared to pay to park for a day out than for a loaf of bread from the baker or a newspaper. Better to look at a model that is aligned					1								1	
	with inflation (fairer) and weights the increases to longer term parking at eg Swan Meadow in Saffron Walden while maintaining a tariff model that													1	
	encourages fluidity with short visits in the heart of town. One that meets real needs (parking) not perceived or ideological requirements (EV charging).														
														+	
Business	I am writing with grave concern for my business in the High Street. The local community of shop keepers have been asking the bid to help create more			SW	1	1								1	
	footfall in our town and reducing parking was a key topic. To read that costs are to spiral to over 150% increase is absolutely ridiculous. If you carry on														
	there won't be any shops left in SW so less visitors means less revenue. This is not to mention the impact it will have on the working folk who choose to														
	take less pay by working locally. I seriously think you should reconsider this stance.														
resident	The council should be encouraging visitors to Saffron Walden to maintain local businesses. The increase in charges, together with introducing charges to			SW	1						1	1		1 1	Shopping scheme requested
	Catons Lane and the council offices does exactly the opposite. The introduction of charges to Catons Lane will also impact supporters visiting Saffron														
	Walden Football Club on match days which will be a further blow to the local economy. Many towns, and businesses like Waitrose, provide a refund														
	scheme when car park users spend money in local shops. I ask that the council actively explore this option rather than impose another tax on shopping in														
	Saffron Walden.														
resident	We use Waitrose carpark almost every school day to drop our 3 young children off to school. We are no longer than 20 minutes doing this and already spend £1 per day. If the 30 minute time slot is taken away and prices go up we will not be able to afford using this car park for drop off			SW				1							School parent - Fairycoft
resident	and pick up.  I live in Ashdon and your proposals could further discourage me from visiting Saffron Walden. At present most visits are brief to visit the market or one or			SW	1						1	1		-	
resident				500	1						1	1			
	two shops and I frequently use the free parking and sometimes don't stop at all if I have to pay, simply because I can't be bothered to work out the system.														
	The ease of buying on line is a major disincentive to into the town and wandering around. My concern is more for visitors and those who do want to spend														
	longer in the town. Small towns like Saffron Walden need cheap and accessible parking if they are to encourage visitors and if it just as expensive to take														
	the Cambridge Park & Ride, Cambridge has more to offer for most people. Some fees are necessary particularly with time limits to ensure spaces are in														
	the car parks near the centre. On a separate point the congestion is appalling and development continues with absolutely no provision for traffic to get													1 1	
	from one side of town to the other without going through the centre.													+	
resident	Fewer people will pay to park in Saffron Walden if parking charges increase. Businesses will suffer and local roads will become more congested with			SW	1										School congestion concerns
	people parking for free, especially at school pick up/drop off. These times are dangerous enough for the many children who walk to school. Surely if less														
	people use car parks revenue from these spaces will drop and so such drastic increases don't make financial sense														
resident	Idiotic. Price increase with no maintenance to car parks and no CCTV with constant damage to vehicles.		1	SW											Poor maintenance of car parks
esident	I am happy with the proposed increases. I object to the removal of the 30 min tariff for Fairycroft road. This is useful for parents dropping off school	1		SW	1			1							and no CCTV School parent - Fairycroft
coluciit	children in the morning to reduce cars being driven up to the school gates which is a danger for children on foot. Fairycroft road should not have a charge	1		""	1 1			1 *							ochoot parent - ran yerort
	between 830 and 0900, and 1500 and 1545 to encourage parents not to drive up south road.													1 1	
resident	In my view the proposed increases in car parking charges will adversely affect the shops, cafes, market traders of Saffron Walden. The council should be		1	sw										<del>                                     </del>	
Coldent	offering more free parking to encourage people in to the town, not drive them away with greedy increases.		-	"										1 1	
resident/visitor	Wilk kill the trade in town. I cannot see the need, I went into town today and it was lovely to see it busy and brisk. That will stop once these tariffs come in.		1	SW											
	It will affect every unit plus the market		_											1 1	
Resident	Increasing minimum parking timeframe form 30 min to 1h will have significant impact on school traffic. Many parents take advantage of the 30 min			sw				1						1	School parent - Fairycroft
	parking at town car parks to being children to RAB - a school which is catchment for many surrounding villages. Increasing minimum parking to 1h will							-							
	impact these families and deter them from using the town car parks. This will increase congestion in an already busy south park road area where 2														
	schools are in close proximity. Lurge you to rethink and see no benefit to this change. Surely money and time will be better spent elsewhere.														
resident	I must strongly disagree with the change of parking charges, I feel this will have a totally negative outcome for the local traders, loss of income and shops			sw	1							1		++	Lives in Little Larchmount -
resident				J SW	1 1							1			
	will close, creating a ghost town. Saffron Walden has always been a vibrant town, interesting shops. I also strongly disagree with the changes made to change residential people on London road to use the council offices car park, as a frustrated home owner in little Larchmont, totally fed up with being													1 1	concerned London Rd will affect her even more
														1 1	nei eveli illore
	unable to park my car when I come home as some of the London road car owners park in little Larchmont, it will be even more difficult if London road car													1	
	owners can not park in the council offices. We want to create a happy and welcoming place to live in saffron Walden and to encourage people to want to					1								1	
:	live here and parking is already creating a huge unpleasant problem.			6	-		-		$\vdash$			<del>                                     </del>		+	Casting Del society of the control
resident	Please please please don't make it harder to park in town. I live on station road and every morning I watch people park outside my house and leave their		1	SW											Station Rd resident - implemen
	cars there for the whole day while they go off to work. It's impossible to park anywhere near my house, and with two small children it's a real nightmare if													1 1	residents permit for central
	we get home late at night or with shopping. I can never load up or unload the car. If the price of parking in town goes up I'll have no chance of parking near					1								1	streets
	my house ever again. If you're going to do this please look at implementing residents parking permits in high traffic roads around the town such as mine. I													1	
		1									1	I I	1	1 1	
	even saw a couple recently park up outside my house, go off to Audley end to get the train into London and they picked up their car at the end of the													1	
	weekend. It's so upsetting and frustrating that people won't just use a car park. Everyone who lives on Debden Road parks on my road too, and if I want to														

resident The porposed increase in parking charges within Uttlesford are significantly above inflation. The proposed changes is Saffron Walden are three SW times those of the current tariffs. Local public transport is inadequate, taxi services are almost nonexistent and now car parking charges going through the roof is diabolical. This will reduce my trips into Saffron Walden. We have two EVs so our journeys don't contribute to local air pollution. Is there ever going to be an integrated public transport network? Perhaps a bus services from Thaxted to Newport, Audley End or Mountfitchet Stations. Ideally a service that can be relied on. You can't even go to a restaurant in Safron Walden and not have to leave to catch the last bus before 9. I can't see how these proposals will help local business or the high street. As above. Tripling of the tariff in Saffron Walder resident Saffron Walden is a vibrant town with a great community spirit. With the cost of living people are finding it hard to spend money and keep local economies SW 1 alive. Increasing the parking costs will reduce people coming in to the town center for community events, basic wrrands and local shopping which keeps our independent shop owners open. With the cost of everything going up, keeping parking costs down would be a small way to help people out and to keep saffron Walden booming. Not only this, and increase in parking charges will start making people try to cheat the system, with off-road parking in other places where the streets are narrow and not built for it. People dropping family members off and slowing traffic down will also cause issues. There are repercussions for the center of town beyond what some would see as a nominal increase. resident/business own Surly we should encourage more people to come to the town, not drive them away. People are going to use Tesco more and the few shops we have left in SW Maintenance of car parks flagged. 1 1 the town centre will all end up closing. Very short sighted. If you are going to change things at least clean up the car parks and repaint the lines. The School parents - Catons Lane Waitrose car park is filthy at the top near the lifts and has been for years. The lines in the free long stay car park are almost non existent in some areas (look at the disabled bay!) - see attached picture we . Parking tariffs are fine as they are. The increase in parking charges will only discourage people from coming into the town and using locals shops. There are always car parking avaliable. Increasing the costs will make less people visit. Where are the Vans for the market suppose to park on market day? The long stay is the only suitable place, surely these will then park on residential roads causing issues. Where are parents who drop their children off at St Mary's Primary school suppose to park when the current Free long stay is now a pay car park? It will encourage parking directly outside the school on castle street which would be dangerous. They won't buy a ticket for 15mins of parking, The removal of the 30 minutes car parking option is ludicrous - why wouldn't you allow people to pay for the time they are in the car park rather than block esident SW School parent - fairycroft residential roads and pay nothing? This is particularly true of Fairycroft car park in Saffron Walden during school pick up/drop off. Also the fact the parking fees in general are going up by at least 70% is baffling. 120% on Sundays. Not putting up fees for years does not leave you free to charge whateve you want when you do put up fees. It definitely doesn't seem to be taking into account retailers in town esident The proposed changes to car parking tariffs seem wholly in contradiction to what other towns and cities are bringing in place to attract more consumers SW 1 1 1 1 to their local areas, which is free parking. I live in Saffron Walden and I avoid driving into town during the day with the current charges and prefer to go to areas with free parking which often means larger high street stores and big chains. I would prefer to shop locally and support local businesses however the parking charges on top of the premium you pay at local shops is a too large a burden. And given that barely anything is open on Sunday's it makes even less sense bringing in a charge for the day as this will wipe out the few places that do choose to remain open on a Sunday. The current system works and to me this just seems like the actions of a zealous and greedy council looking to make more money off parking when in fact the detrimental effect on local businesses will far outweigh the profits the council intends to make. As a local resident I oppose these changes and I would prefer that more positive changes are made to introduce more free parking. Increasing the parking charges is really going to affect the locals. I normally pay for 2 hours as it takes me longer with small children and getting in and out SW of the car with the buggy plus shopping and making sure my children are safely buckled in. Instead of me popping in town a couple of times a week I will pe now cutting back. It may only be an extra £1 a week but thats an extra £52 a year which could buy my family things that they actually need. This increase will also encourage people to park on smaller roads further out of the town centre causing issues for local residents. resident We live near Newport but don't go to Saffron Walden currently because of the parking costs. We certainly won't be going into town after the increase. SW Just want to be sure I've got it right If I need to come into town for errand such as picking up prescription, dropping off or picking up a a parcel, food SW shopping, going to the library etc I will now have to pay £1.20 instead of 50p every time?? And I'd I want to come into town on Sunday I now need to pay £1.50 instead of... nothing? And instead of coming to Waitrose I'll join everyone else at Tesco and Aldi with free parking and then go straight home without stopping for a coffee and checking out the market.... What on earth are you thinking? And another person commented here about other towns keen to keep their vibrant town centres such as Ely with FREE parking!!! So detrimental for small businesses!!! esident/business own Apply some common sense. Way too expensive!!! Happy to pay for an increase but come on £1.20 jump from 50p is ridiculous!!!! Apply some common SW sense This is very unfair resident My son goes to RAB and I use this car park in the morning and the evening to drop off and pick up. The proposed price change will dramatically impact my SW 1 School parent- Fairycroft finances. There is nowhere else near the school that we can park without causing disruption to residents. This is inconsiderate. esident/business own Your comments on the management proposals SW 1 We have a shop in Saffron Walden and currently Mullusks are pressuring us for a rent increase. There is a strong possibility the landlord is unaware however either way it is a very hard time to survive as a town business. Footfall is decreasing as people tighten their belts due to the cost of living rises. This parking increase will certainly add to our worries. We know people who shop elsewhere because they can enjoy a leisurely day out with lunch without clock watching due to car park costs. It is a real issue. We need to encourage people to our town especially during the week days. Make parking free Monday to Thursday maybe. This rise is very depressing at a time we are seriously considering whether we can continue our business after 30 years in the town. I beg you to reconsider this esident/visitor I find it absolutely shocking and money grabbing that you can increase a parking charge from 50p to £1.50. People are no longer going to want to go into SW town (not like there's a lot to go into town for) and instead will travel further afield to visit places such as Ely who have no town parking charge. I will also now avoid using Waitrose and will use Tesco & Aldi for my grocery shopping instead. The town is going to die because of this esident Upset about the proposed changes. A lot of considerate parents park at Waitrose or Fairycroft house to drop the children off at RAB and St Thomas More. SW School parent - Fairvcroft St Thomas More is a Catholic school, so a great number of parents travel far to be there & need those parking spaces. If you start charging for them, it will create a lot more traffic around the schools. Residents are already struggling to park their own vehicles. The only solution I see is making the Victoria avenue. West Road and South road free for residents and giving people who drop their kids off at school 45 min free no return & then charging them. This will prevent people who work in town using the above mentioned roads as a car park for the day. And please keep Fairycroft house free. Hard to imagine the traffic on the way to school otherwise. South road already feels like a single way road. esident Please reconsider increasing the parking charges in Saffron Walden's car parks. Not only is there a cost of living crisis, with most people finding it hard to SW Pay on exit balance their budgets, but also there is an existential crisis for our town centre and its local and small businesses and market traders. Most people think of Saffron Walden as being a quaint but thriving market town but is this still the reality? I want to support the town but it is being strangled and no longer what it used to be. Looking at the town now, without the rose tinted spectacles of its past, apart from the market on market days, it is a town with many charity shops, barbers and hairdressers, discount shops and vape stores, tattoo parlours on the high street, and there is very little draw for the outsiders to visit our town. What a pity to have such beautiful architecture and then be filled with Greggs and Subway and vape stores. Increasing parking charges will further dissuade people from visiting our town. We live in a village just outside SW and the charges will make us visit less and instead just make the trek to Cambridge which has far more pull to justify its parking charges. If anything, you should be cutting the costs for Saffron Walden's parking. Give the small local businesses and market holders a chance. Consider a system that requires parking payment on leaving, rather than upfront. And increase the amount of short stay FREE parking spots. Indeed reduce the fees so that more people can linger, browse and support the town without always having a nagging feeling of getting back to the car before the parking ticket runs out. It's not conducive to a relaxed shopping experience. Please reconsider your suggested increase to charges and instead take things the other way and reduce the charges to give our town centre a fighting chance I for one will boycot the town at those costs , Aldi and Tesco sound more inviting with Free parking . Born and bred here , the town is being killed off resident SW

resident	It hink the proposed increases to the car parking charges in the town will be the nail in the coffin of what is already a dying town. When my family moved here 35 years ago the town was bustling and busy with a thriving selection of shops and a fantastic market. Subsequently our town enjoyed a close knit community. Gradually with the increase in business rates we've seen many of our favourite established independent shops close down, chains shops and restaurants pull out of the town and close their Saffron Walden branches. This increase in car parking will surely be the death knell! I am deeply opposed to this.		1	SW									
resident	I think it is shortsighted of the Council to raise car parking charges in Saffron Walden it means that people will choose to shop elsewhere and go to		1	SW									
resident	restaurants outside the town where they can park for free. there are a lot of pensioners living in the area who will not be coming into the town to use the		-	""									
	coffee shops and restaurants resulting in SaffronWalden becoming a ghost town. You should also consider people who work in the shops and are on low												
	incomes the increase will affect them considerably.												
resident	Utter greed and madness. I live in the centre of Saffron Walden for just last 2 years and can visibly see the net effects on the market/small businesses. I		1	SW									
	walk my dog around town 2-3x daily so my perspective is real. If you want only charity shops and hairdressers with everything else boarded up, then												
	you've gone a long way towards this ambition. Free parking for 1-2hrs is all the encouragement most people need. Use some common sense												
resident	Think it's stupid to put up the parking prices. There's not much in town to go in for anyway, but charges will stop people going all together and therefore the		1	SW									
	town centre dies. Maybe that's what you want with all these stupid signs around about pollution, maybe if you didn't take the back handers to build so												
	many houses, on the WRONG side of town, then it wouldn't be so polluted. But then if people don't come into town to shop, then no pollutionbut												
	eventually no shoos. I for one won't be bothering with town centre anymore.												
												$\overline{}$	
resident	Absolutely crazy a huge increase that will literally drive people away from the town centre. A step backwards for the town and tone deaf for those struggling with the cost of living crisis		1	SW									
												$\overline{}$	
resident	If the parking charges increase in Saffron Walden you'll totally kill off a dying market town. People will go to Newmarket or Haverhill and pay £3 for all day		1	SW									
	parking.												
RESIDENT	White I agree that parking fees could be slightly increased - the proposed fees are excessive. The abolition of the 30minutes option and increasing the cost	t		SW	1			1					
	of 1 hour parking to eg £1.20 - more than doubles the cost of popping in to eg collect a prescription or a quick shop at on of the local shops. This will lead									1		- 1	
	to either more illegal parking or more likely people driving further affield to shop. Local people who pop in to SW by car on their way to or from somewhere												
	else won't be able to justify a stop let alone a quick coffee or a trip to the fishmongers/butchers/bakers. Easier to buy everything in the supermarket.												
	Shopping in saffron walden town centre is usually a choice rather than a necessity. Increasing parking fees will not make people who drive into town walk	-											
	if they were able they'd do that anyway. People will be less likely to come into Saffron Walden from further afield - we have great shops but so do other												
	places. If you are going to pay so much for parking you'd get better value in a bigger town centre eg Bishops Stortford or Cambridge (park and ride all day												
	would be cheaper than parking in Saffron Walden for a morning). Ely doesn't charge for parking.												
resident	I realise that prices probably need a slight increase, however having the cut off point changed from 5pm to 6pm at Fairycroft is unacceptable. If I need to			SW			1	1	1				
	collect a parcel from Waitrose, I am only in the car park for 5 minutes and do not wish to incur a charge. I am elderly and do not wish to go out in the												
	evening, just to collect a parcel. Abolishing the 30 minute stay will also affect the elderly from just popping to the bank or to collect a prescription.												
	Charging at Fairycroft car park on a Sunday I think may deter visitors from coming into SW to sightsee, shop or have a meal.												
												$\rightarrow$	
Resident	1. People who work in the town do not recieve a high wage in Saffron Walden, and they will struggle immensely to pay an additional average of £20 per			SW	1	1							
	week plus, for parking. Additionally they will find parking out of town and walk, and eventually may leave town to work elsewhere. 2. The charges will												
	discourage a vast majority of the general public even entering town, on any given day. Shop keepers will suffer, and eventually they will soon close. 3.												
	Already people of a senior age are terrified of using their credit cards in the new machines and not cash. 4. There is no benefit whatsoever of charging												
	such high fees to park. The town will be ruined, and even the wealthy will visit a soon to be ghost town. THINK! THINK! THINK!												
												$\rightarrow$	
resident	To assist those on low wages who commute in to town, would suggest you leave charges as they are at Swan Meadow and Catons Lane and impose			SW	1	1				1	1		Make London Rd payable eve
	parking charges seven days a week at your London Road car park.												day
resident	To assist those who are less fortunate or struggling to deal with the cost of living it would be better to leave charges as they are at Swan			SW	1	1				1	1		Make London Rd payable eve
	Meadows and Catons Lane and instead introduce daily charges to the users at the council office Carpark, 7 days a week.			1	- 1	- 1				_	_		day
													uay
resident	I cannot understand how the council does not appreciate that by increasing parking charges by the extortionate amount proposed, will kill the town. We		1	SW									
	do not have decent bus services in order to get into SW as alternative transport, so we have no choice but to dive as we live out of town. You have to police	.											
	this which costs and it would be interesting if you got rid of charges and therefore enforcement, and see how the footfall of the town improves. Local												
	business would then be able to pay the rates afforded and we would be able to have a vibrant local town. Please look to the policies in France which												
	ensure local communities stay vibrant with free parking and incentives for local businesses.												
		1							_			$\rightarrow$	
resident	I live in the centre of town - close to Swan meadow carpark. It is often impossible to park outside my own property as people park there when coming in to		1	SW									
	shop etc. I dread to think how bad parking will be in my street - Myddylton Place - if car parking charges go up more so shoppers are less inclined to use												
	the car park. Safrron Walden town centre already has too many empty businesses - surely increasing charges can only discourage potential visitors to the												
	town												
	SOUTH		1	sw									
resident/business ov	vn lts completely short sighted. SW is trying to compete against online and out of town shops and this will dissuade shoppers more. R4U promised to reduce	!	1	SW									
	costs back in 2015. Throughout UK the destruction of towns has been getting worse since early 2000s. I can't imagine anyone supporting this. Counter												
	intuitive. Should be looking at ways to reduce barriers to local business not to extract every last penny before they close. The annual yield from parking is												
	minimal compared with the destruction of the commercial centres.												
resident	you need of focus on keeping the town centre vibrant and inviting. Raising the priced will seek others to use the periphery servies such as Knights Park,		1	sw								$\rightarrow$	
resident			1	J 344						l	l		
	Tesco, and the soon to be developed new Radwinter road supermarket. This will be detmimental to the town centre, and add to the ongoing exiting of									1			
	small business lease agreements, and leaving more boarded up, whitewashed vacant shops arund the high street. I agree to a minor incrment in charge,									1			
	but you should do this very incrementally, and perhaps try to be more creative in the solution.									1			
resident	We park in the fairycroft car park for school pickup on a regular basis and rely on the 30minute ticket option. This isn't an option under the new proposal	·		sw	1		1	1				$\overline{}$	School parent - Fairycroft
resident		ļ		JVV	*		1	1 1		1			ocnoot parent - ran ycloit
	and means that our ticket charge will increase by 140% to cover the new 1hour charge. We use this car park because it is close to school and avoids	ļ								1	1		
	parking on residential streets. The increase in car parking charges and lack of 30 minute option is not sustainable for those who rely on parking here at	ļ								1			
	pick ups. Please reconsider. Charging for Sundays does not encourage people to visit the town or local shops which will only impact the local economy	J		1						l	l		

resident	pushing the cost of the app (and most of the cost of debit/credit card processing) onto users seems reasonable. The cost is essentially invisible to users.	1		SW						1						Some interesting comments
	However it would probably not work well to publicise this because people would just object to the cost (of apps and debit cards) and demand cash															Better signage for Swan Mea
	payment as an option, which is inefficient. Simply make it part of the price increases charging for Catons Lane in Saffron Walden is sensible. Possibly a															highlighted.
	"market season" ticket could be introduced for market traders who park there, which would be applicable on Tuesdays and Saturdays only. The heavy use															
	around 3pm is from parents picking up from school - this poses a problem in charging because they will typically only want to stay for 10 minutes or so (or															
	else will begin using the space below, by the football ground) and not want to pay for an hour's parking. One possibility would be a parking amnesty															
	between 1450 and 1530. Consultation with parents would clarify the times required; a more granular examination of use would help too emission-															
	based tariffs, while initially attractive, won't make a difference to footfall (a key demand). EV use in Walden is relatively high, and so this would reduce															
	revenue instead of boosting it. One idea where it might be applied is to put excess charges on very polluting vehicles, eg those which would fail the London															
	ULEZ test. These comments apply only to Saffron Walden, which I'm most familiar with. But the general point about increased tariffs are applicable the															
	proposed increases are reasonable. Inflation (CPI) has pushed up prices by 30% since 2015. (This point should be made in announcing the changes.)															
	The removal of the 30-minute option will attract a lot of opposition (especially from users of the Faircroft Rd/Waitrose car park) but it makes sense from															
	an enforcement point of view and can be justified as reducing "parking anxiety" Swan Meadow (Saffron Walden) needs better signage for visitors															
	*returning* to it from the town. I've met quite a few people who are walking along Abbey Lane instead of Park Lane and are puzzled why they can't find															
	their car blue badges users are plentiful, but arguably likely to spend more time in the town. One could make a case that they should at least pay a															
	minimum fee (eg 1hr tariff which is valid for three hours). This runs into the objection that they might not have access to apps for payment, or find it															
	difficult to walk to a ticket machine. But if they are going to park anywhere but directly outside a shop, they will have to travel some distance to get into the															
	town. Therefore the ticket machine objection falls away UDC will have to find justifications to the public for raising the tariffs, and with Catons Lane and															
	others for imposing them. The clearest are that central government funding is falling, tariffs have not been raised since 2015, inflation has been very high															
	in 2023, and that studies show that raising prices has little real effect on footfall.															
Business	The increase in permits for small business in town is outrageous to go from £300 to £550 how is that justified ? I would like to now how the			SW		1	_						+			
	increase in revenue is going to be spent better lighting cameras ???															
	I am writing to express my concerns over the proposed increases in parking fees especially in Saffron Walden.			SW	1	1										
	I do not understand how you can justify such huge increases especially during this period of hardship for everyone especially those on lower/minimum															
	wages , believe me there are residents and workers in Walden struggling on minimum wage.															
	Traffic is a huge problem in Walden. One of the causes of this is on street parking (legal) causing traffic to weave in and out of the parked cars, creating															
	havoc ,especially at busy times of the day.															
	I live in a small village outside Walden and work in Walden on minimum wage and at present do not park for free on the street but pay to park in the long															
	stay car park. As I work full time I choose to pay a season ticket which makes it just about affordable. Looking at the proposed increase it will mean a															
1	150% increase, how can that be justified?															
1																
	I will have to become one of those motorists who add to the congestion and park on the street. This however may not be my biggest problem as the large															
	proposed increases in all parking fees will deter people from coming into the town to shop, causing more shop closures and then I won't have a job															
Business	anyway.															
Business	What a mad and bad idea uttlesford council you have a wonderful town in saffron Walden that your looking to kill its soul small shops and market will		1	SW												
	continue to disappear I've seen it in many towns throughout the uk don't do it!! #saveyourtownfromruin Please think about the charges they are not															
	necessary for a town this side keep it alive don't kill it off															
Visitor	I do not live in Saffron Walden and so am required to drive into town twice daily, My child attends St Thomas More Primary School (STM) on South Road.			SW				1								School parent - Fairycrof
	STM does not have any parking available for school drop off or pick up, making Waitrose the closest car park for 15 minutes each morning and evening. In							-								,
	the event the proposals were successful, we would be forced to park closer to STM, where there is already extremely limited road parking, which															
	disgruntles a lready aggrieved local residents. On this basis, we do not support the proposals and implore you to consider this significant consequence for															
<b></b>	the parents of children at STM and R A Butler, please					_			-				-			
resident	Regarding a town-wide resident parking scheme in Saffron Walden: As a resident of Saffron Walden with no off street parking (in common with many			SW		1		1				1				Town wide residents per
	other town centre residents) we often return home after a car trip to find it is impossible to park anywhere near our house, especially frustrating when the															scheme needed
	car needs to be unloaded. The result is a frantic search for an alternative on-street space or more likely, a space in one of the public car parks. Given that															
	the declared strategy appears to give priority to solving residents parking issues I believe there is a strong case for a more extensive or even a town-wide															
	RPS. 1) Increasing the minuimum parking time to one hour in Saffron Walden will not encourage those making short visits to stay longer. Instead it will															
	simply encourage even more on-street parking in the town. 2) The increase to the monthly season at Swan Meadow is ludicrous and will act as a															
	disincentive to people considering employment in Saffron Walden. 3) Free weekend parking at the Council Offices in Saffron Walden, especially on		1												1	
	Saturdays, is an incentive to encourage weekend visits for shopping and sight-seeing. Its cessation will discourage people from visiting will the															
	consequential damage to trade in shops. Regarding all of the above assertions - is there survey evidence to support the proposed changes?															
Resident	In relation to Saffron Walden, I oppose the removal of 30m parking (used by parents for school and other reasons), the increase in hours requiring a ticket			SW			1	1	1		1	1				
	from 5pm to 6pm, charging for parking at sites that are currently free and charging for parking on Sundays. The proposed changes may/may not bring in		1												1	
	more revenue but seem very likely to put people off visiting the town, disadvantage poorer residents / workers and lead to more parking problems for	1	1	I	I	1	1	1	1		l	1	1	1	1	1
	residential streets that are already severely lacking in parking spaces.															

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resident	By way of disclosure, I do live in SW and own a car but drive it very rarely into town. I choose to walk unless I really need to drive. Charge increases are		SW	1		1	1	1			1			London Road chargable all week.
	entirely reasonable, to cover the cost of inflation. However, it appears UDC has chosen not to put these in the document of proposed new charges,									1				Pay on exit. Seasonal parking
	perhaps to prevent people making comparisons. Such as comparison is provided in the review													charges so cheaper in winter.
	(https://uttlesford.moderngov.co.uk/documents/s33746/Appendix20-20Park20Review.pdf), however that is meaningless as UDC has chosen new													
	charges contrary to the recommendation (Common car park - £1.20/2.20/3.20 as opposed to £1.00/2.00/3.00). The new charges appear to be above													
	inflation. I take about 3% p.a. as average, which amounts to about 30% after ten years. £2.00 to £3.20 is double that rate. The inflationary revision is also													
	not consistent. UDC should absolutely increase the charges in line with inflation but it should go back to the numbers and recalculate. The extension to													
	charges from 5 to 6pm has little justification. To say that this is "standard operational time within many local authority car parks." is not a valid reason.													
	Parking provision needs to be decided according to local demand. Given most businesses in town tend to close from 5.30 there would appear to be little													
	footfall at that time. If it really is the case that parking is needed for shopping purposes until 6pm, then this should have been stated, rather than making a													
	comparison without evidence. Otherwise, the 5pm limit should be retained. Regarding the removal of half hour parking on the common, I see little gain in													
	this. If people are coming into town for very short trips, the chances of them wanting to spend a further half hour are unlikely, as they cannot achieve much													
	in that time. Some public car parks even offer free parking for short periods. Now, just because other places offer that doesn't mean we should, but if													
	UDC is convinced we should benchmark against other towns (point above regarding extension to 6pm) it should consider offering this, or even (as in the													
	Ely) remove charges altogether. If paid parking is here to stay, far better to make people pay on exit and then they pay for what they've used and then don't													
	have to guess in advance. Parking on London Road - this car park is maintained at tax payers' expense so UDC has no additional costs to cover through													
	parking charges. If the public are to be charged to park here, then so should those members who work at the council offices. To not do so would be unfair.													
	Members of the public would be subsidising a perk for council staff. It is unfortunate that the council has chosen to introduce Sunday/BH parking													
	charges. Generally the footfall in the town on those days is low, particularly in the winter months. I recently visited towns in N Yorkshire where some of the													
	public car parks are free during winter months. Has a seasonal approach been considered? Most of the churches in SW (with one possible exception)									1				
1	have very little parking and that is generally reserved for ministers or staff. The parish of St Mary extends to Sewards End and Little Walden and people									1				
	from those churches are regular visitors and need car parking. This isn't about keeping Sunday special (that boat sailed long ago) but about having some		1			1				1				
	time during the week when visitors are encouraged, and so I see little reason to introduce these parking charges. Further, when out of town shops are free									1				
	(Tesco, Knight Park), introducing charges may have the effect of driving business away. Has UDC considered this? I would be more supportive of									1				
	increases to parking if the funds were ring fenced for sustainable transport, but that cannot happen as that is provided by ECC. UDC should however									1				
	consider where the parking charges go and try to use the money appropriately.													
resident	The increased prices are detrimental to an already collapsing town centre. Over the last twenty years I have seen the town centre change from a bustling	1	SW											
	go-to place for independent creative shops. We have now lost so many to chains due to ever rising rental costs. This has made it less appealing. Now you									1				
1	add the increased parking and why come here? This is not necessary. If you want to stop people staying a long time then increase the highest bands but		1			1				1				
	allow the lower ones to stay affordable for people. At these prices, it no longer makes sense for people to meet in town for a coffee. The Waitrose car park									1				
	will become much busier with people claiming parking bank and thstw be will make it difficult for real Waitrose shoppers to park there. This doesn't make									1				
	sense.													
Business	As a business owner in the town for more than 15 years I can tell you every year gets harder to keep open and by increasing the parking charges I fear we		SW	1	1									
1	will lose a lot of businesses, including my own. The owners wont be able to afford to park in the town and the customers will go where the parking is free or		1			1				1				
ב ב	less money.													
-														
)	Most of my customers come from Cambridge and thereabouts, not locally, because they like all the independent shops that Cambridge no longer offers.													
2	However, most of these shops cant keep trading because of the current retail climate. My neighbour, Anna, an independent clothes shop closed just													
:1	before Christmas for this very reason. They operate out of 4 other towns and it was Saffron Walden that they decided to close which tells you something.													
5														
_	I am one of only a handful of ladies clothes shops, the rest of town seems to be full of coffee shops and cafes as this is the only thing that seems to make													
)	any money these days. All these people need to be able to park and most of the time I come to work these car parks are half empty.													
<u> </u>										1				
	Please DO NOT increase charges or I fear it will be the death knell of Saffron Walden market town.													
resident	I disagree with the proposed changes to increase car parking charges within Saffron Walden. We benefit from a thriving market town with lots of		SW	1			1						7	School parent - Fairycroft
	independent businesses. By increasing charges it will discourage shoppers to pop into town and support these businesses, meaning businesses may not be able to survive. That in turn changes the bustling market town we all love, to a soulless and charmless town full of chains and a huge									1				
	decrease of our beloved independent shops. It will also increase on street parking in places where we already have too many cars parking,									1				
	causing more congestion on the roads. For example, at the end of Thaxted Road by the traffics lights. Cars parking half on the pavement already		1			1				1				
	cause congestion, and this will become worse. Residential streets will also be impacted with more cars trying to avoid paying for overpriced parking, such as south road and Victoria Avenue. And finally it discourages parents from using Fairycroft car park to collect their children from		1			1				1				
	parking, such as south road and vinctoria Avenue. And finally it discourages parents from using Hairycroft car park to collect their children from school. Many children come from out of town and parents need to park somewhere. Parents will not pay twice a day for expensive parking just to									1				
	collect their children. This again impacts on residential street parking as they will have no alternative.													
	ness To remove the 30 minutes tariff from all Saffron Walden car parks - I feel really really strongly about this one. So many parents, like myself, park at		SW				1	1	1	1				School parent - Fairycroft
resident/busi	less   To remove the 30 minutes tarm from all Santon Walden car parks - Fleet really really strongly about this one. So many parents, tike myself, park at		1	1	l					1				
resident/busi	Fairycroft car park to do pick up and drop off at RA Butler. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day		1							1		1	1 1	1
resident/busi														
resident/busi	Fairycroft car park to do pick up and drop off at RA Butler. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butler. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek alternative parking to avoid this additional													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butler. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek atternative parking to avoid this additional cost. Alternative parking would mean parking on residential streets near the school, which are already congested and less safe due to all the young													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butter. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek atternative parking to avoid this additional cost. Alternative parking would mean parking on residential streets near the school, which are already congested and less safe due to all the young children walking to and from school. I do not understand how removing this tariff would benefit you, but it would inconvenience so many parents, children													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butler. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek atternative parking to avoid this additional cost. Alternative parking would mean parking on residential streets near the school, which are already congested and less safe due to all the young children walking to and from school. I do not understand how removing this tariff would benefit you, but it would inconvenience so many parents, children and the local schools. Catons Lane car park - adding a parking tariff to this carpark would also inconvenience us. We park here for five minutes a couple													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butler. Removing the 30 minute tarriff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek atternative parking to avoid this additional cost. Atternative parking vould mean parking on residential streets near the school, which are already congested alless safed use to all the young children walking to and from school. I do not understand how removing this tariff would benefit you, but it would inconvenience so many parents, children and the local schools. Catons Lane car park - adding a parking tarriff to this carpark would also inconvenience us. We park here for five minutes a couple of times a week to collect our children from the after-school club Olivers Lodge in the grounds of St Mary's school. Extending the daily parking chargeable													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butter. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek atternative parking to avoid this additional cost. Alternative parking would mean parking on residential streets near the school, which are already congested and else safed use to all the young children walking to and from school. I do not understand how removing this tariff would benefit you, but it would inconvenience so many parents, children and the local schools. Catons Lane car park - adding a parking tariff to this carpark would also inconvenience us. We park here for five minutes a couple of times a week to collect our children from the after-school club Olivers Lodge in the grounds of St Many's school. Extending the daily parking chargeable period to 6pm (currently 5pm) - for many working parents like myself, collecting children from childcare after work between 5 and 6 pm this would mean													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butler. Removing the 30 minute tariff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek atternative parking to avoid this additional cost. Alternative parking would mean parking on residential streets near the school, which are already congested and less safe due to all the young children walking to and from school. I do not understand how removing this tariff would benefit you, but it would inconvenience so many parents, children and the local schools. Catons Lane car park - adding a parking tariff to this carpark would also inconvenience us. We park here for five minutes a couple of times a week to collect our children from the after-school club Olivers Lodge in the grounds of St Many's school. Extending the daily parking chargeable period to 6pm (currently 6pm) - for many working parents like myself, collecting children from childcare after between 5 and 6pm this would mean an additional fee to be paid. Convenience Fee for MiPermit use - as above, because we use public car parks for school, drop and pick ups, this would be													
resident/bus	Fairycroft car park to do pick up and drop off at RA Butter. Removing the 30 minute tarriff means we would have to pay for one hours parking twice a day just for 2 x 10 minute school pick ups. I have no doubt, many parents, myself included, would therefore seek atternative parking would mean parking on residential streets near the school, which are atleady congested and less safe due to all the young children walking to and from school. I do not understand how removing this tarriff would benefit you, but it would inconvenience so many parents, children and the local schools. Catons Lane car park - adding a parking tarriff to this carpark would also inconvenience us. We park here for five minutes a couple of times a week to collect our children from the after-school club Olivers Lodge in the grounds of Sf Many's school. Extending the daily parking chargeable period to 6pm (currently 5pm) - for many working parents like myself, collecting children from childcare after work between 5 and 6 pm this would mean an additional fee to be paid. Convenience Fee for MiPermit use - as above, because we use public car parks for school, drop and pick ups, this would be another additional fee, we would have to factor in! All of these changes combined would mean a substantial increase in parking costs on a daily basis for													

			,	_	1				_			,	
resident	Please see below. This plan will impact the independent businesses trying to stay alive in Saffron Walden and put people off of using their local services, preferring the convenience of online shopping. You are proposing the slow death of the high Street and town. I live in Wendens Ambo and support my local town as often as I can, I cannot walk into town but drive and I park at either Fairycroft or Swan Meadow car parks. I use the MIPErmit app to pay and		SW	1				1					Paying convenience fee is penalising young people who u
	extend my stay. On the latter, I see no good reason for charging a convenience fee. This seems like a typical charge to penalise younger users who are												аррѕ
	more sophisticated with their phone use. Why not penalise those who still use coins to pay for parking? MiPermit doesn't require a machine to be												
	emptied. There must be a greater cost to that? Once again the older generation, who are most likely the main users of coin machines, are put ahead of the												
	young. The increase to the tariffs are far too high. When local government are already looking at ways to rejuvenate our high streets, increasing parking												
	tariff is not the way to do it. Using inflation as a reason is not a satisfactory one, and certainly not by the increases proposed. The current 3 hour tariff is £2												
	and you are proposing to increase it to £3.20. Is that increase in line with inflation. Those who use the car parks on the weekend are likely to be put off by												
	the increase to the tariffs and shop online. People who come out during the day for the cafes and restaurants may go elsewhere. The Trumpington Park and Ride is cheaper than Saffron Walden and gives you access to Cambridge. The real cost will be to the independent businesses in Saffron Walden. They												
	will suffer. Please rethink the amounts you are proposing here, given the cost of living crisis. Raise the tariff, but not by the level proposed.												
resident	I would like to express that I am against the proposed changes to parking charges. My concerns is that we will either see a decline in footfall to our		SW	1			1						
	amazing independent businesses or visitors driving into town will seek parking on nearby residential roads. As a resident on Ashdon Road it is already challenging to get parking or walk with my baby in a pram down the pavement as so many people park high up I am forced into the road to pass												
	(particularly Hollyhock and Thaxted road) I am against extending the time to charge, if I need to pay to go to Waitrose after 5 and have to pay for a short												
	trip but heavy shopping load I will go to Tesco instead. Businesses should not have to suffer for councils greed.												
resident	here is some serious narrow mindeness going on here, we all appreciate that charges have not risen since 2015(according to yourselves), the the jump in		SW	1		1	1		1	1			
	prices is seriously unreasonable, there has to be a balance between affordability, buisness needs, consumers, retail needs, all i can see he is the council												
	using Car Parks revenue as a cash cow, you at council deem parking spaces as finite, it is a cash cow, you also deem the running of car parks has												
	increased, be interesting for you to produce these accounts and make them transparent, against just how much you have made through car parks at individual locations. You are adding Car Parking to you portfolio of adding Catons Lane and other areas, not doubt operated via MiPermit rather than any												
	cash machines as recently forcing people to be cashless and discriminating again people that prefered cash and not everyone owns a smart phone, but												
	guess that wasnt even looked into. Also proposed removing of the 30 minute tariff and adding an extra hour from 5 - 6pm, added to the exorbinate price												
	increases, the council will be driving people away from coming to this town to shop, public services are poor and unreliable, equates to even more												
	revenue, so there really isnt any justification for such large increases proposed. With the cost of living is what it is, not everyone will be able to afford to												
	pay these prices and will go elsewhere, there has already been comments on social media saying people with shop in Tesco & Aldi where car parking is free and not bother coming into the town for anything else. Way to go Council, kill the town, turn it into a ghost town.												
	thee and not bother coming into the town for anything else. Way to go Councit, kitt the town, turn it into a gross town.												
resident	This council seems intent on making saffron walden a ghost town and ruining small businesses and shops in the town. By increasing parking charges it's	1	SW										
	another nail in the coffin for the town it's a disgrace. Why doesn't the council think outside the box and look at ways of improving the town rather than												
	wrecking it.												
resident	There should ALWAYS be a cash option for car parking in Saffron Walden. It is so discriminatory that those who don't own a bank account or don't have money in their account are effectively banned from our town. I have elderly parents and teen children who have just begun driving who this has impacted.	1	SW										Re-introduce cash. Parking incentive
	It's not inclusive at all. The proposed price increases are so short sighted. Small independent businesses need footfall in the town to survive. If you have												incentive
	more footfall you get more business investment and more businesses paying full rates to own shops in the town instead of every other shop becoming a												
	charity shop depleting rate revenue and council income. Invest and create a vibrant town to encourage visitors which will automatically see an upturn in												
	council income through other means not squeeze blood in the form of parking costs from the few final visitors who are willing to pay to visit rows of charity												
	and vape shops! Once a towns reputation has gone it's so hard to get back. I would propose free parking for an hour no price hikes at all and offer a												
resident/business	parking incentive a chance to redeem full parking when purchasing from our shops.  I am the owner of Saffron fish co in saffron Walden town centre and find the planed rise to the parking charges in town excessive and think that uttlesford		SW	1	1								
resident basiness	should be looking at way to attract people to the town and not put them off with a high parking charges. While I understand there needs to be an increase I		"	1									
	feel that at this time the proposed amount is out of touch with what's going on in the world. I use swan meadow and have a season ticket which is due to												
	from £300 to £550, so not only are uttlesford looking to hit businesses with the lack of footfall but also hitting them in there running costs. I also believe												
	this will lead to more people parking in residential streets and causing lots of issues. Hopefully uttlesford can see the proposed rise is not a good idea												
resident	Shortsighted Live in Clavering - no bus service to town so driving the only option All businesses will suffer not just small independents We should be	1	SW										
	encouraging people to visit not discouraging People will take business online or to retail parks with free parking It will kill the town What about first hour	-											
	free? Or free on Tuesdays for market day? Or some sort of compromise rather than blanket increases												
worker	I work in saffron Walden and this price rise is going to have a huge impact on me. I use swan meadow on a daily basis but you are now forcing me and		SW	1	1								
	other workers in the town to park on side streets as a cheaper option. The other factor is footfall to the town, this will have an effect on how people shop												
	we have a lot of independent business in town and we are desperately trying to keep businesses open, we rely on our regulars and out of towners to keep us afloat.												
resident	If on one hand the aim is to encourage small businesses and people into the town, why would it be sensible to increase the parking charges? As a	1	SW										
	consumer with a limited amount of money I really wouldn't be happy to pay almost double on parking and would just go to b&m or Tesco instead. Surely												
	this defeats the purpose and those on limited income suffer the most Claire												
resident	I do not support the excessively high increases to the car parking charges in Saffron Walden. My reasons are that it will decrease footfall of consumers to		SW	1		1							School parent - Fairycroft
	our local businesses in addition to making those who normally use the paid parking park in already congested streets. This is particularly relevant during the school run to our schools on South Road. We have two schools, RAB and St Thomas More, where parents, including my husband and I, park at the												
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		l				1		l					
	Waltrose capark of orop the children of before we drive to work. At the moment his is just about financially feasible and alleviates the pressure on the local streets. Already on rainy days when the congestion increases the roads around these schools become completely backed up and motorists can												
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resident	Waitrose car park to drop the children off before we drive to work. At the moment this is just about financially feasible and alleviates the pressure on the local streets. Already on rainy days when the congestion increases the roads a round these schools become completely backed up and motorists can often be seen mounting the pavements to extricate themselves. The scale of the parking charges increases will carefully increase the financial pressure on parents as well as consumers, increase the danger to pedestrians and increase the pollution caused by people getting stuck in ever-worsening traffic chaos in the town. I know many other voting locals who object strongly to these charges and hope they will be reconsidered.  To increase the price in saffron Walden from 0.70p per for 1 hour to 1.20 is outrageous. You claim to be supporting people in the cost of living crisis and yet you intend to make it worse - the impact on small local businesses, which is one of saffron Walden's major strengths could be terminal! The car parks are a sunk investment there have been minimal improvements so the costs or running them has not increased anywhere near as much as the increases	1	sw										Poor maintenance of car pas
resident	Waitrose car park to drop the children off before we drive to work. At the moment this is just about financially feasible and alleviates the pressure on the local streets. Already on rainy days when the congestion increases the roads around these schools become completely backed up and motorists can often be seen mounting the pavements to extricate themselves. The scale of the parking charges increases will certainly increase the financial pressure on parents as well as consumers, increase the danger to pedestrians and increase the pollution caused by people getting stuck in ever-worsening traffic chaos in the town. I know many other voting locals who object strongly to these charges and hope they will be reconsidered.  To increase the price in saffron Walden from 0.70p per for 1 hour to 1.20 is outrageous. You claim to be supporting people in the cost of living crisis and yet you intend to make it worse - the impact on small local businesses, which is one of saffron Walden's major strengths could be terminal! The car parks	1	sw										Poor maintenance of car par

resident	I, as the rest of the community, have serious concerns that the rising parking costs in Saffron Walden will have a seriously detrimental effect on the	1		SW	1	1	1					1 '	[	
	already struggling town centre. Particularly on a Sunday when town is so quiet already. The 30minute charge is very useful for many people who need to	1										1 '	1	
	pop into town for small errands, and often this will be carers picking up prescriptions or going to the bank for others. I think the council need to have	1										1	[	
		1										1	[	
	serious think about their priorities, do they want to encourage a thriving town centre? If so, they should not be making this move, or at least certainly not	1										1	[	
	an 80% increase in charges. If they do proceed, what will the extra money be used for?? Will the community see a direct benefit elsewhere? As a council	1										1 '	1	
	and community should we not be priding ourselves on how accessible our town centre is? And how we are driving, not diminishing, the growth of small	1										1 '	1	
	businesses.													
resident/business	Saffron Walden is a 'market town'. It benefits from tourism as well as local customers & the tourists come for the unique small shops and old world		1	SW							,			
	charm. If local customers find the parking too high, they will shop where there isn't parking charges. The small businesses will close, locals will leave the	1										1	[	
		1										1	[	
	high street shops & tourism will disappear. The high street will eventually lose its character & you'll have to start all over again with incentives to bring in	1										1	[	
	local trade. Please don't raise the parking charges													
resident	It's not clear to me what the 'management proposal' is and how that differs to tariff changes. The proposed increases will detrimentally impact local small		1	SW							,	1		
	businesses and footfall in the town. A recent Walden Local article stated this would improve local business but it I can't see any way it would achieve this,											1	[	
	in fact it seems far more likely to deter people from shopping locally, pushing them to shop out of town and killing local small businesses. Either the										,	1	ĺ	
												1	[	
	diagnosis of the proposal is wrong or there is a complete lack of transparency over the motivation for this change. As a local resident keen to support										,	1	ĺ	
	small businesses, this change feels utterly bizarre.													
other	Any increases in proces, should reflect the local communities ability to afford and be clearly advertised! Be aware that it may reduce people propensity to		1	SW							,	1		
	come into Walden centre! Thus affect local shops and businesses etc Bus services should be increased/improved if this price increase goes ahead!	1										1	[	
	Appreciate and agrees prices may well have to increase, but these should reflect people's ability to afford said increases. A 10-15% increase is	[									,	1	ĺ	
		1										1	[	
	acceptable! 80% increase, I have heard is not acceptable!													
resident	As I regular user of the car parks in Saffron Walden I find the proposed increases extremely high, even taking into account that tariffs have not risen for	1		SW	1	1	1					1	[	Pay on exit
	several years. The increases appear to be more focused on gaining money for the council rather than considering the needs of the town centre and	1										1	[	-
	residents. The town centre is already suffering from the effects of the pandemic and the cost of living crisis and these increases could do irrevocable	ĺ		1							1 '	1 '	1	
		1	1	I				- 1			1 '	1 '	1	I
	damage. The town needs to have more free, short-term parking. Some councils provide two or three hours FREE parking in all their car parks. If a longer	ĺ		1							1 '	1 '	1	
	stay is necessary, users pay for a whole day (£3.00). The addition of charges for Sunday parking would also have a detrimental effect. It would make more	ĺ		1							1 '	1 '	1	
	sense to revise the charging periods to increments of 30 minutes rather than one hour. I regularly need to park for more than one hour but significantly less	ĺ		1							1 '	1 '	1	
	than two (e.g. one hour 10 minutes). On several occasions I have I stayed in the town (but not necessarily spending money and contributing to the	1	1	I				- 1			1 '	1 '	1	I
		1	1	I				- 1			1 '	1 '	1	I
	economy) rather than "wasting" money on car parking which is not being used. Payment on exit would also be better as people would not need to worry	1	1	I				- 1			1 '	1 '	1	I
	about tickets expiring. If people could pay just for the time used there would be a greater turnover of parking spaces, therefore increasing payments. The	1										1	[	
	30 minute tariff should remain and could be free of charge. If this is not possible il would advocate for the one hour charge being reduced and to include	1	1	I				- 1			1 '	1 '	1	I
	30 minutes free parking.	1										1	[	
resident			1	SW			<del>                                     </del>	$\rightarrow$			<del></del> '		$\overline{}$	1
resident	To increase charges for parking in Saffron Walden would be detrimental to the number of people visiting the town. This will have a knock on affect to local	1	1	SW								1	[	
	businesses who are struggling to maintain footfall already. With the cost of commercial rental values in our market town this will only go to put more	1										1	[	
	strain on the small businesses and render our town a ghost town. With visitors and tourists frequently visiting us we should keep the parking costs to a	[									,	1	ĺ	
	minimum and give those visitors a positive reason to park and stay longer to linger in the town and spend their money supporting the shops there in.	[									,	1	ĺ	
	and the fire those visitors a postare reason to particular stay ongo, as angular and a pena their money supporting the stays there in	1										1	[	
resident		-						_				$\vdash$		
	Removing the 30mins free parking is not going to increase the likelihood of people staying in town. That 30mins enables people to drop off / pick up from	1		SW			1					1	[	School parent - Fairycroft
)	schools where there is currently zero parking available (South Road) and even with the possibility to park at Fairycroft car park, residents around the	1										1	[	
	schools are not overly happy with the current level of parking on the streets around the school, this change will make this even worse.	1										1	[	
resident	The proposed parking charges are incongruent with the daily rise in cost of living. This will make it impossible for small businesses to function and will		1	SW								$\overline{}$		
) resident		[	1 1	""							,	1	ĺ	
<b>'</b>	affect market trading. Saffron Walden, rightly, prides itself on being a community town and thrives on improving this - for example events run on the	[									,	1	ĺ	
.	Common and by the Round Table. Charging increased parking charges are at odds with this community feel and will have a significant negative effect on	1										1	[	
	these events and attendees. Remain the same or even reduce the charges	[									,	1	ĺ	
resident	The significant car parking increases will have a major impact not just on visitors to Saffron Walden but also to local residents and businesses and the			SW	1		1				·			School parent
Jiesideiii		1		""			1 1					1	[	School parent
-	area will become unsafe as people seek free ways to park which is often unsafe. Even the loss of the 30mins of parking will impact the school run, lots of	1										1	[	
	parents use the local car parks for drop off and pick up to avoid making the surrounding roads unsafe. As a local resident I often pop into town to run my	[									,	1	ĺ	
	errands and strive to support local business but will probably just revert to buying online if prices are increased/ 30min parking is taken away, suddenly	1										1	[	
	the convenience of supporting local businesses is taken away. I feel as a community we fight hard to make Saffron Walden and inviting place to visit this	1										1	[	
		1										1 '	ĺ	
	will only drive visitors away and annoy all the locals who want to see this town continue to thrive		1											
Resident											<u> </u>	$\vdash$		
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resident	No It's cheaper in bishop stortford than saffron Walden if you put up charges it will kill the town. Only fat cats get rich		1	SW												
resident	The proposed changes are too steep for individuals whom utilise the town on a regular basis. Without reasonably priced (and safe!) parking options the			SW		1										
	existing shops, cafes and services will die - staff simply won't be able to afford the additional costs in their everyday outlay, and not all staff live within															
	walking or cycling distance. By all means make additional charges for occasional use - this can usually be accommodated - but for those who are the life															
	blood of the town, more thought needs to be extended. A near doubling of costs is extreme. It feels unjustifiable at the present time when high streets are															
esident	dying  I think this will have a very negative impact on the numbers of people coming into town who will be put off by parking charges - this will then have a		1	SW												
esident	negative impact to the small business whom as it is a struggling. Think you should consider doing say 1hour free and anything over then charge - this will		1	500												
	help people pop into the local small businesses															
resident	This town costs us enough to live in with the bad council management as it is, roads are terrible, water is terrible, decent restaurants needed, list could go		1	SW												
	on. Town is expensive enough as it is. Why not raise the price hey like everything else and make everyone's outgoings larger!!															
resident./business	These charges are ridiculous and detrimental to local businesses and to those workers who need season tickets to do their jobs. I think you should have			SW	1	1										
	an internal review and questions should be asked of whoever thought these figures would be good for anything else other than the coffers of the council.															
	It's simply selfish and short sighted															
resident	This is a ridiculous! In saffron Walden we are trying to encourage a market town with small independent shops and parking charges will have a negative		1	SW												Pedestrianise Market Square
	impact on this. Saffron Walden was voted on the of best places to live in Essex as a result of these ships and community and this proposal is going to															
	threaten this. Increasing car park charges might also encourage people to park in residential parking which is also already causing issues. And the centre square should be a hub for the community and not a car park!															
resident	A few things spring to mind. The viability of the town centres need to be maintained and with out of town shopping in SW and other areas paking is free this			sw	1		1									Would prefer a council tax rise
esident	will inevitably lead to more use of these centres to the detriment of Town Centre Shops. If they have to go up please keep it minimal to encourage people			J 3W	1		1 1									than increased parking charges!
	to still use our town centres. Why not have first half hour free in Short Stay Car Parks so that people can pop into town to collect prescriptions and do															than moreasca parking charges.
	some essential shopping. Also Please Please keep Sunday Parking Free I don't see why this should change. If you have to raise money to be honest even															
	though I live in the town and can (and do) mostly walk in I'd prefer a small increase in Council Tax than jeopardise the viability of the Town Centre. Raising															
	Car Parking Charges disincentivises people from outside of the town to come to SW to shop if they can go elsewhere cheaper or free.															
resident	Increasing the cost of parking will adversely affect local businesses. The increase will drive away people from Saffron Walden town centre to where they		1	SW												
	can park more cheaply or for free. People on pensions or low incomes may find it difficult to find the extra money and will be disproportionately affected.															
resident	I feel the proposed changes are upressenable. Coupled with the cost of living size a set of several living size and the several living size an		1	SW	-		-						-	-		
resident	I feet the proposed changes are unreasonable. Coupled with the cost of living rising using a car to access the town will be costly. People will not want to come to the town. The increase in tariffs are unreasonable. Prices rising by over a pound. The shops will suffer as people won't want to pay the increased		1	SW												
	prices and will shop on line, or they will not come to town so often . The cost of driving a car is already quite prohibitive and increased charges will be the															
	final nail in the coffin for many people .Trade in the town is already suffering due to increased rents and rising prices all round .This move will harm the															
	town.															
resident	I welcome the proposed changes to increase the car parking charges in Saffron Walden.	1		SW												Pedestrianise Market Square
	I propose they do not go far enough both in terms of increasing charges even further as well as closing parking alltogether in some places (for example															
	market square I believe should be permantly pedestranised).															
resident/business	I would be very disappointed if the parking prices increased in Saffron Walden. It would have a devastating effect on the local businesses and would only		1	SW												
	further push people to buying online rather than supporting and buying local.															
Visitor	I visit Saffron Walden weekly to do my shopping. I pay for two hours but usually find I cut my shopping trip short and rush to get back to the car,			SW	1		1	1	1		1	1				
	undoubtedly spending less than I would if I were not trying to save on parking fees. It seems crazy that the council would further discourage people from spending time and money in the town centre by introducing extra parking levies and on days and at times that are free at the moment. Parking in Ely is															
	free. I wonder if you have looked into this strategy and seen whether is is cost effective in terms of attracting more business to the town? I will certainly be															
	reluctant to support higher parking charges in Saffron Walden. I want to support small, independent businesses rather than use out of town centres, but															
	this move is pushing people out of the market town. All councils are strapped for cash, but this seems a very short sighted move.															
resident	I think it's going to make drop off/pick up at RAB even more difficult for families. Currently I use the 30 min tariff at Waitrose to drop and collect my			SW	1			1								School parent - Fairycroft
	daughter, avoiding parking in the immediate school area which is already too congested with parents parking irresponsibly and causing local residents															
	upset (we regularly have feedback from the school that the local residents are affected by the school runs). I also regularly run short errands in town,															
	using local shops where possible to support the community and our independent businesses. Increasing parking charges and durations will dissuade me															
	from doing this as regularly.															
business	Car parking should be FREE in Saffron Walden. See comments below. Car parking should be FREE in Saffron Walden. This will reduce street parking and			SW	1	1		1				1	1			
	positively encourage people to come into town. The idea of changing the 30 minutes is ludicrous - people always need to be able to 'pop' into town briefly															
	to shop !!! This whole idea needs completely reversing to make Saffron Walden open and free for access to the facilities and small businesses that make the town thrive. In an age of internet shopping it is VITAL that the town welcomes visitors and shoppers with open arms. I urge a complete review of the															
	utterly self destructing notion that the very lifeblood of the town (the shoppers and visitors) should be restricted and penalised. Parking should be FREE to															
	show that every effort is being made to absolutely encourage commercial sustainability of Saffron Walden.															
Visitor	According to UDC putting in new parking terminals and removing the ability to pay in cash at car parks would save money and be more efficient, therefore			SW	1	1		1								
	the price should go down not up. Has anybody worked out how many families will not now visit SW because they cannot pay in cash and as a result go															
	elsewhere. The decision to put up charges is discriminating to our rural community as they rely on cars to get into SW as there is no public transport for															
	most. Why are the new charges penalising those who work in SW instead of helping them. Why change the tariff for those who only want to come into town															
	to visit the chemist or bank who don't need to pay for 1 hours parking. Surely moving people on quickly means there is more space for those who want to															
	stay longer.			1												
esident	It seems a little heavy handed to be pushing up parking charges currently when everyone is feeling the pinch especially on the season ticket parking			SW	1	1	1	1								London Road chargable all week
	charges for people who work in town and use Swan meadow, I hope the council are charging their own staff who park at the council offices during the					1						1	1			
	week the same season ticket parking rate as Swan meadow parking? If not why not? If you want to start charging to park Sundays too then surely just															
	make it the same rate as during the week not a separate fee of £1.50 for someone who pops into the town centre for 30 mins. You will also need to change the yellow lines everywhere for Sunday parking too or else the whole town will just become a car park on single yellow lines rather than pay the charges My					1						1	1			
	the yellow lines everywhere for Sunday parking too or else the whole town will just become a car park on single yellow lines rather than pay the charges my suggestion would also be that the first 30 mins of parking at any of the car parks is free as this would encourage people to shop in town more for their															
	smaller regular purchases, then start charging. I often go to Tescos or Aldi so I don't have to pay the car park fee for just popping to boots or to grabbing a															
	coffee or quick shop etc in town . Overall more thought is needed on what would attract people into town especially during the week rather than pushing					1						1	1			
	them away else where. Moving to debit card payments recently must also make your collection fees easier so your costs cheaper overall so why now put															
	the car park charges higher?.		İ	1	1	1	1	1		İ	i .	İ.	1	1	1	1

	resident	I notice that there is a proposal to increase parking charges in Saffron Walden.	1	SW										
		Given that public transport from the villages is almost non existent for most villagers and it would not be unreasonable to assume that the majority of												
		those who use the car parks are from them it would seem to me that increasing charges above the rate of inflation needs to be done with great caution												
		especially as it is very evident that so many of the shops in the town are already struggling and without the shops, especially the small independent ones												
		the character of the town would be lost.												
		For many older residents going to SW is a small treat increasing parking charges to this extent is totally unjustified.												
	resident	I feel that getting rid of the limited free parking in Saffron Walden and the half hour parking option is a mistake. Instead of popping into town to pick up		SW				1		1	1			
L		something from a local shop people will simply go to Tesco or Aldi. I think this could really damage the town centre												
	resident	Saffron Walden charge increases and new charges will incentivise more people to park badly and illegally on residential roads, increasing congestion and	1	SW										
		increasing accidents. Many others will ignore town centre shops and increase their use of Tesco, Aldi and other shops where free parking exists.												
-														
ľ	Visitor	These changes should be more in display in the car parks to let people know and it would most likely trigger more comments and responses to them.		SW	1			1						School parent - Fairycroft
		Saffron Walden should not have the 30 min car park scrapped, especially on the Fairycroft (waitrose) car park that is near schools and helps alleviate the												
		traffic of parents dropping off at school. If the charge goes from £0.50 to £1.00 more people will be looking for parking off-the-street and causing more												
		traffic around the schools. I live in Elsenham and my daughter goes to school in Saffron Walden as that is the Faith school that we "belong" to (catchment												
		area), so I necessarily have to drive as the transport has been ceased. I sometimes use the 30 min slot there to park, drop her off and come back, I know I												
		am not the only one. Why not leaving the 30 min fee like in Great Dunmow, going to 0.50 to 0.80 is already a over 150% the price it used to be, why making												
ŀ		it 200% more expensive?		0147			_							
	resident	I am writing to request that the Catons Lane car park and the London Road weekend car park should continue to be free to access.		SW						1				Ot
	resident	am writing to protest about the proposed increases in car parking charges proposed for Saffron Walden in April 2024.		SW	1		1			1				Church goer
		Although charges may not have gone up since 2015 the present charges work in preventing undue congestion in the present car parks. Increases will												
		make it more difficult for people to shop in Saffron Walden and to go to church on Sundays.												
		Apart from the general increase in charges I very much object to charges being made in the Catons Lane car park and for the introduction of Sunday changes.												
		changes.												
		This proposal is just going to make Saffron Walden town centre a less attractive place in which to shop.												
		This proposacis just going to make barron water fown centre a tess attractive place in which to shop.												
		I very much hope that you will consider the widespread opposition to these proposals and not implement them												
ı	resident/business	As a small business owner in our market town, I strongly oppose any proposed increase in parking tariffs. Here's why: Impact on Foot Traffic: Higher	1	SW										
		parking fees discourage customers from visiting our businesses. Many of our customers rely on driving into town, and increased parking costs will deter	_											
		them from doing so. This means fewer people walking past our storefronts, leading to a direct decrease in potential sales. Competitive Disadvantage: Our												
		market town already faces competition from nearby shopping centres, with Cambridge being so close, and online retailers. Increasing parking fees will												
_		only exacerbate this challenge by making our town less attractive for shoppers compared to areas with lower or free parking. Small businesses like mine												
ש		rely on every competitive advantage to thrive, and this price hike would erode that advantage.												
ag	Visitor	These proposals are short sighted and will result in less people visiting the many independent businesses in Saffron Walden which need as much support	1	SW										
(Z		as they can get. Shame on you for even thinking about this.												
$\widetilde{\mathbf{z}}$	resident/business	Why are some areas of the District Car Parks having higher increases/tariffs than other car parks in the District, hardly seems fair? The increase is		SW	1	1					1	1		London Road chargable all week
$\mathbf{\Phi}$		enormous, is this in line with the recommendation? There is a cost of living crisis happening and you are nearly doubling some charges. Do you actually												
_		want people to visit/work and stay in the District? Increases charges puts people off from visiting, they will go elsewhere or just do there shopping online												
0		instead. High charges reduces dwell time, people won't visit other shops or business in the town, businesses get less busy and close. This reduces jobs in												
Q		the local area and puts more stress on the local governemnt. Why is it that the public has to pay to stay in the Council Offices Car Park on Saturdays and												
•		yet the staff get to park for free Monday to Friday? The Public have to pay to stay in the Council Car Park, why don't the Council Staff who work and												
		represent the Public have to pay? Surely the cost of putting in the infrastructure for charging on Saturdays so it wouldn't be agreater cost to implement												
-		charges Monday to Saturday, this would bring in 6 times the revenue of Saturday alone												
	resident	Having lived in Little Walden all of my 80 years. Also married to my wife for 55years.	1	SW										
		I think that the charges for the car parking is scandalous. I feel very sorry for the shops and. business's. It will kill the trade and special friendliness of the												
		town.												
		What with the long queues of motorists jamming up the roads (pollution of engines running, also having to book for the tip, we never had a problem with queuing in all the time we used it. (No wonder fly tipping on farm land is getting worse!) (Also the pot hole's, litter, hedges needing cutting back and many												
		more issue's to many to mention at this time.												
		I certainly will be shopping elsewhere in future if this goes ahead.												
ŀ	resident	It feels very unfair to residents on London Road and around that area that don't have parking historically should now have to pay. There should be		SW	1		_	1	1		1			
		arrangements/concessions for that. I absolutely object to the convenience fee per ticket purchased on top of a big increase in ticket costs via the app		"	1 -			1 -	1 -		1 -			
		especially as this cuts down the need for maintenance/admin of the actual ticket machines and printing cost of tickets and environmental impact of less												
		paper printed by the ticket machines. The cancellation of 30mins parking at FairyCroft is very detrimental to the safe management of traffic around RAB												
		primary school - many parents use this car park to ease traffic congestion around the school to provide a safer environment for children walking to and												
		from school. The rise in cost is also high for this group of people - could there not be concessions during key times of use? This could also include market												
		days. The rise FairyCroft will also negatively effect those using key services such as Gold Street Surgery as there is limited parking connected to the												
		surgery. Couldn't there be some sort of concession for those using the surgery- I know hospitals in Cambridge offer this.												

resident	I am shocked and saddened to see the proposed changes and charges to parking in Saffron Walden. One fear is that this will further endanger the town's		SW			1		1					Overissuing of residents per
	attractiveness for people to visit and keep it vibrant, but even more importantly it will impact hugely on those who live in certain areas of the town and												
	those who work within it.												
	Residents Parking - Extra Charges if imposed.												
	I suspect that you are completely unaware or the problems my family and others face on a daily basis regarding Fairycroft Road residents parking.												
	A lot of the roads where residents parking is available in the town, are long enough to accommodate satisfactory parking for the residents of that road.												
	However, if you live in Fairycroft Road, it is a daily, constant nightmare in a battle to park and if you are going away for a holiday you are constantly												
	concerned about being able to park before you go.												
	Even though we pay the same residents parking fees as others in the town it is near impossible to find a parking space, especially with more people now												
	working from home. If you are lucky enough to find a space, the next time you leave it you will be hard pushed to find one on your return!												
	WORKING HOLLING TO THE LOCKY CHOUGH TO THIS A SPACE, THE HEXT WHILE THE YOU WANTED HAIR PUSHED OF THE OTHER HEXTERNAL CONTROL TO THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER THE OTHER												
	We have room for just 17 cars in the road and at the last request for a total number of parking permits issued, the count was 37 - meaning that 20 people												
	(more than half) who pay for permits to park their car are unable to do so. It causes distress to everyone who lives here and the number of permits issued												
	has gone up from the previous count of 33!												
	Would you consider this to be acceptable if you lived in he road? - we know that when buying a permit, there is a clause stating that it does not guarantee a												
	space, but this needs to be reasonable and currently is massive profiteering on the councils part, which as far as residents are concerned is morally												
	indefensible.												
	As a Fairycroft Road resident we rely heavily on being able to use the Fairycroft Car Park after 5pm and on Sundays. I feel very strongly that you are now												
	As a Parrycroft Koad resident we rely neavily on being able to use the Parrycroft Car Park after 5pm and on Sundays. Theel very strongly that you are now proposing to take this away from us. If we arrive home after 5pm and before 6pm you are saying we will have to pay as well as to park there on Sundays												
	which is the only day we can relax and have some respite. So now we will have to pay for our permits and also extra car parking fees - is this fair?												
	The state only day the seat reach and have some respire, so now we without the paytor our permits and also extra call paining tees * is this fall :												
	The excuse is that if we cannot park in Fairycroft Road we are able to use Swan Meadow car park. I am sorry but this really does not cut it. Swan Meadow												
	is not a the safest car park, nor is it close to Fairycroft Road and especially when it is dark, it is the last place I would want to walk from on my own.												
Visitor	My comment as a resident and user of parking in Saffron Walden is that the proposed imposition of new or increases to existing car parking tariffs	1	sw										
	are excessive and should not be supported, in fact I would wish to see them and other recent changes reversed for the overall health of the town.	1	""										
	I live to the north of Saffron Walden, and enter the town using the B184. In the past, I would turn left at Castle Street and look for a free space to park, almost always finding one, then walk down to the market square for whatever shopping I needed. Leaving was a quick turn right at												
	Church Street and out. Very quick and straightforward. Now all the parking on Castle Street is resident only, I am obliged to enter the town												
	proper to find a space to park, going round the common, East Street or down the High street. I then become part of the traffic problem. All this is												
)	such a total waste of time and resources, and if now parking is approaching £5 for a shopping trip, I'm simply not going to bother coming inI'll shop online or go elsewhere (plenty of options, even Cambridge has its supermarkets accessible on the outside of the city). I have lived in the												
	area and used Saffron Walden as my main shopping destination for 30 years, the cumulative effect of poor traffic management policies (not at all												
	the volume of traffic, just the bad management of it) has increasingly made visiting Walden a misery, this will really finish off any desire I have to visit and spend money in the town.												
resident	Saffron Walden town centre is disappearing before our very eyes. There is less and less to encourage people to support what was, and could be again, a	1	SW										
	lovely place. Increasing the parking tariff is just another reason for people to stay away! Why pay such high amounts when they can park at the Cambridge												
	park and ride for free and go into a larger town and get much more choice. Maybe looking at the bigger picture would be a good idea.												
resident/business	I appreciate that tariffs have to be increased due to lack of funding from central government as well as no increases for sometime. I believe it was	1	SW										
)	recommended to you to make incremental increases to lessen the pain for people parking. It beggars belief that you are going to continue regardless, with												
	an eye watering increase in tariffs particularly in light of the financial struggles both for shop owners and the rest of us. No doubt the uproar concerning												
	the increases will ultimately be ignored because you feel you have no choice.												
resident	I feel the raise in parking charges will be detrimental to Saffron Walden. There are towns such as Ely that have plenty of free parking. Walden has very little	1	SW										
	with more and more of the free spaces on the side and top of the Common being stolen from public use to sell to private parking.												
	With the planned removal of the only 2 free car parks left, making these pay car parks and increasing charges in the remaining car parks, I fear it could												
	further kill off business in the town center.												
	At a time where most people increasingly shop online, raising parking prices will encourage this to increase, leading to more town shops being forced to												
	close down.												
resident/business	As manager of the dogs trust i strongly believe that raising the car park fees will have a huge impact on people coming into shop in Saffron Walden which		SW	1	1								
	is an already dying high street! Also this will impact me with volunteers as they do not want to pay for parking which volunteering. As we are a charity we												
	cannot afford to pay their parking as we are already stretched with bills and lack of customer footfall.		SW	-	1	+ -				-			
resident	This is SO short sighted, especially regarding the proposed abolition of free Sunday and charging at the Council Offices.  The retail section is struggling already and the inevitable footfall downturn could be the straw that breaksetc.		SW	1		1				1			
	resulting in more empty shops, less shoppers, less revenue from highly priced parking. Doesn't add up.												
resident	Having some free parking options and short stays is vital to the vibrancy and economic success of the town. Less people and trips will be made if these		SW	1					1	1			
1	are brought in further damaging the high street. This is very short sighted and only to enhance the coffers of the council. This will force people to travel to		1	-					_				
	other larger shopping areas and towns. We are not near a train station so anyone using the car parks is directly coming in to use the towns facilities, this												
	should be encouraged at all costs. Not everything should be about maximising council profits as it will be to the detriment of the town's businesses. Focus												
	should be made onto making cycling lanes as the roads are too narrow for bikes to pass a line of cars. Also put in a mini roundabout at the Thaxted road /												
1	Radwinter road junction and no more housing developments!!!		1		1	1	1			1	1	l	1

resident	I am writing to object to the increase in car parking charges. You may not have raised charges for several years, but that does not give you the right to more than double the charges. I thought the whole point of having a long stay car park was that local workers could park there all day without incurring huge costs. Increasing the rates from £300 to £550 per year is going to crucify workers on low pay. Whereas our towns shops and businesses will also suffer as people will think twice about coming into the town. Why take away the 30 min charge as well, I doubt many people use, it but it is good that it is there for people who just need to pop somewhere quickly.		SW	1	1		1			1	1			
	How much have you paid out for these machines they must have cost a fortune, I suppose another reason to increase car parking charges. Why start charging for London Road and Catons Lane. If as the local paper suggested that market traders use Catons lane car parking tho will this effect our weekly markets. This is all very short sited and makes one feel that UDC are struggling to keep their heads above water. How about charging the businesses who are leasing rooms in the council offices (instead of it being used for council staff) for their car parking, that should bring you in a reasonable profit.													
	I have spoken to a few business owners and although Saffron Walden is lucky to fill most local shops, they tell me that business is very quiet. So I think you are heading for trouble and could turn what is a vibrant town at weekends into a ghost town like many others.  This is very short sited.													
	I suggest you think again.													
resident/business	The consultation process is too short and thoughtless. No due consideration given to time it takes to gather information. The rise is too high. Saffron Walden already has a problem with the way car parking fees are handled. Saffron Walden is one of the highest priced in the Uttlesford area. Already parking fees are killing footfall and the proposed hike in prices is at odds with helping businesses stay solvent.	1	SW									1		
Resident	It's not clear why the period of paid parking has been extended to 6pm in all car parks or why parking must be paid for on Sundays and in Catons Lane. Will number of staff be increased to police these extended periods of paid parking? Having to pay for parking on Sundays will tilkely increase number of cars parking on the streets around the centre of Saffron Walden. Evening and Sunday parking on the High Street Detween Castle Street and the junction with George Street and on the single yellow lines on Hill Street causes considerable congestion. On the whole it looks as though the hourly and residents parking fees are in line with Intation. However the increase in fees for the season tickets is outrageous-1 ari nexcess of inflation.		sw		1	1		1		1				
resident	Shame UDC, obviously increased parking charges will do a lot of harm to many residents in saffron Walden and could change the way people shop. We all have a problem with inflation, why make it worse for residents of saffron Walden. Tariffs are high enough, we are a small town, and people love to shop and wander, enjoy coffee and restaurants. Why would UDC want to make life for many residents difficult	1	SW											
resident	live and work in saffron walden, i pay monthly fo my parking permit. To increase it is really unexceptable. This increase is not going to help the footfall of people to pour town, which we have all seen decline. We need to make things easier for people to want to shop here. so im urging you to rethink this descision and look at the bigger people for all of us.		sw	1	1									
resident	I now live in Thaxked but travel in weekly to saffron Walden to visit the shops. Parking is already restricted for visitors and raising the cost will tip the balance for me and I will simply take my business to somewhere else where parking is plentiful and at a low cost. I think this is a terrible idea for Walden businesses because I won't be the only one	1	SW											
resident resident	For commuting to my full time job in SW, I did use a long term season ticket to park in the Swan Meadow car park. However, the much increased charges mean it will not be worth my while continuing to work in SW. Far too much too quickly		SW		1									
resident	Whilst I appreciate that car parking charges have not changed from 2015 it should not mean they should be increased now. Saffron Walden is a small market town and people come here to support all the local businesses. Often just visiting a coffee shop or the bank. I feet that by keeping the price of parking down you get more business for the local businesses. An increase will only harm them and deter people from coming to the town. So I object to any increase in charges. Think about the implications for local business and for local people. You want to ensure Saffron Walden is a thriving town and by keeping car parking charges down you will achieve that.	1	sw											
resident	Im commenting for Saffron Walden, can you please reinstate 30 min fees at the Common car park and Fairycroft so that people doing simple drop off or pickup in the shops of the town Center do not need to pay for the whole hour. Why are people on Sundays also not offered any other options that day ticket. Not having the cheaper tariffs will lead to: 1) People going to retail park with free parking instead of town Center 2) People not paying for short stays and taking their chances > less revenue for council or needing to invest to more cotell with very little returns for the investment		SW			1	1							
resident	Why are charges being increased when the machines will no longer need the cash emptying? Since we moved here six years ago there has been a decline in the variety of shops in Walden - now you are increasing the car park charges people will not choose to drive to the town - very short sighted-short term parking of three hours or less should be free.	1	sw											
resident	Parking is a fundamental problem in SW. There simply isn't enough of it. Increasing the tariffs will simply deter people from visiting. This will fundamentally impact the small businesses that make this town great. Furthermore as a resident of SW without on-street parking, I already struggle to find a parking space two roads away. By charging people to use the Catons Lane car park, this will push a substantial amount of cars out of the car park and onto residential streets, affecting the residents of those streets and making people like me struggle to find permanent parking solutions. I struggle to see a positive side to these proposals. The proposed fees are far too high. This appears to be driven by greed and without any consideration of the impact it will have on this town. The actual cost of running the car parks has not been set out clearly enough to justify this hike in the pricing.		SW	1						1				
resident	I am really disappointed and quite angry with the proposals which have been laid out in your proposed changes and the result of these being implemented will only have a negative impact on the town's desirability to visit, tooffall and profitability of businesses. I will often pop in and just purchase 30 minutes parking using the MI Permit app and to read about your ridiculously proposed fees and an addition 10p surcharge for using the app is will certainly stop me from going in so much. Why can't you find another provider who doesn't have these charges or negotiate with them to get rid of them all together? Saffron Walden needs some free parking and with the main free carpark at the back of a busy school where do you pose all these parents will park now? Families are stretched and enough and have enough financial worries without you adding to it. There are a lot of low paid workers living in Saffron Walden, TA's, nursery staff, hospitality and due to the lack of cycle/footpath and public transport they rely on the car parks. Haverhill for instance is £2.50 for all day which is very reasonable. Free parking is such a massive selling point to the town, all these grossly inflates increases and getting rid of the free parking will just kill the town off. Sundays should definitely stay free of charge, why do you feel we have to conform to what others do. Again, all this will do is make people think twice about popping in for the coffee or lunch, businesses will fail and we'll end up with even more charity shops! This is the final nati in the coffin, you are simply pushing more people into shopping on-line rather than incentivise them to visit the town. Somthing you could look at is make the first hour free then increase parking charges. Your plan will drive people to park in the large supermarkets with parking rather than smaller independent shops and the market in town. Your proposals are reflective putting as kinfel in the back of the Town's tracket will have represented to touch with the people of the town. I und		SW	1		1	1		1	1	1			

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Resident	I strongly object to Uttlesford District Council bringing in chargeable parking for London Road and Catons Lane car parks. Both of these car parks are on		SW					1	1	1			London Rd should be pay and
	the outskirts of town and over 5 minutes walk from the main town center market square.	1	1									1	display all week
	People would hardly use them if they had to pay and the town would become even more traffic congested than it is and would just mean nearby											ĺ	
	residential roads would be used for parking.											ĺ	
	I also feet the current pay parking tariff should remain at 5pm in the current pay car parks and not extended to 6pm.												
												ĺ	
	Increasing revenue from car parks will put tourists off visiting the Town of Saffron Walden which is a shame particularly for the businesses.											ĺ	
	If the London Road parking does come in then it should be a lower tariff than the other car parks as away from center and to help generate income for the Council it should be introduced weekdays as well for staff and people renting office buildings there.											ĺ	
resident	Absolutely awful idea. We need to encourage people into our town. I work in retail and there has not been one customer who agrees with this increase and		SW	1	1								
	changes. Retail is a minimum pay job, what about employees who work in shops, there are very few busses if any and have to drive to work! A better idea											ĺ	
	is to make some free parking, other towns eg: Ely has a 4 hrs free parking and they have thriving town centres. We will end up killing our town. Listen to the											ĺ.	
	people who live, work and visit here!!												
resident	Although charges may not have gone up since 2015 the present charges work in preventing undue congestion in the present car parks. Increases will make		SW	1		1			1			ĺ	
	it more difficult for people to shop in Saffron Walden and to go to church on Sundays. Apart from the general increase in charges I very much object to											ĺ	
	charges being made in the Catons Lane car park and for the introduction of Sunday charges. This proposal is just going to make Saffron Walden town											ĺ	
	centre a less attractive place in which to shop. I very much hope that you will consider the widespread opposition to these proposals and not implement											ĺ	
	them												
resident	If one of the objectives of your proposed revised charging regime is to encourage turnover, as stated by Cllr Neil Hargreaves and reported in the press,		SW				1					1	
	then the removal of the 30 minute time band in Saffron Walden makes no sense whatever.											1	
												l .	
	As it is still proposed to maintain the 30 minute band in both Great Dunmow and Stansted, its removal in the two Saffron Walden sites is especially											ĺ	
	baffling.												
resident	Very disappointed. Walk my dog regularly from Catons Lane either to the cricket area or fields beyond. Will now be very difficult because of daily charge		SW						1			ĺ.	
	but also, I suspect, because regular workers will now buy a season ticket So sad that I won't be able to walk here in future												
resident/business	As a Saffron Walden resident and frequent visitor to the other towns in the district, the proposal to increase parking fees seems terribly thought out and	1	SW									ĺ	
	would be an enormous blow to businesses. Shops, restaurants, cafes, bars are struggling as people deal with the increased cost of living, you only have to											ĺ	
	look at the number of businesses closing and empty shops in Bishop's Stortford, where parking (and traffic) is a problem to know that anything that											ĺ	
	hinders people's visits to a town will just stop them going. If Saffron Walden had half an hour free parking, then businesses would benefit hugely from											ĺ	
	people being happy to pop in to get a couple of things they needed rather than going elsewhere, but putting fees up would stop people going at all. Saffron											ĺ	
	Walden seems to be able to buck the trend of the high street's decline currently, but putting up parking will stop that and completely change how people											ĺ	
J	use the town. PLEASE reconsider this and do NOT increase fees If changes are to be made it should be to introduce free parking periods only.											ĺ	
resident	I am firstly opposed to the removal of the free parking in London Road and Catons Lane.		SW		1				1	1		ĺ	
2	The town needs these to encourage visitors to the town in support of local businesses.											ĺ	
	Consideration should be given to, say, allowing an initial period of maybe 30, 60 or 90 mins free parking before any fees are imposed.											ĺ	
												ĺ	
	The proposals certainly have no consideration for the knock on effect for residents who cannot park in the already over subscribed parking bays as a											ĺ	
0	High St resident, there are just six spaces for approx 20 permit holders!											ĺ	
Ó	Those that cannot park there and those that aren't eligible have to park in the very limited on street parking in and around Margaret Way											ĺ	
<b>-</b>												ĺ	
	The proposals to increase the fees for traders who work in town is unnecessary. Why are you penalising the people we rely on to own and run the vast											ĺ	
	array of independent shops the town is lucky to have!!											1	
	These and others will have no choice but to park in the very places that should be for the residents of this town											1	
												1	
	In short, there has been little or no thought given to the parking in general, the knock on effects will produce more pain for the residents and shop keepers.											l .	
												l .	
	The proposals should be revisited and the whole parking structure of the town reassessed.											l .	
	The permitted building of places such as the flats in Goddard way does not provide sufficient parking and no increase in parking came with the											l .	
	redevelopment of Hill House											l .	
	Yes, I'm sure that price increase in the pay for car parks is necessary but please look at the bigger picture and create a parking structure that is beneficial											1	
	for firstly the residents, trades people and visitors!!	1	1									1	
	tor many ure residente, trades people ditt visitors::											l .	
Employee	As someone who lives outside the county of Essex and thus Saffron Walden but commutes into the town to work a Twilight shift Friday - Sunday as a		SW			1	<del>                                     </del>	-					Waitrose partner - concerned
Employee	As someone who lives outside the county of Essex and thus Saffron Walden but commutes into the town to work a Twilight shift Friday - Sunday as a Partner at Waitrose (6pm - Midnight), the ability to park in Fairycroft Carpark and walk a well lit / safe route into the store is very important to me. Altering		Svv									l .	about ASB in car parks and
	the parking limits in this car park and forcing Partners to park a considerable distance from the store, and have to walk along poorly lit pedestrian routes											l .	general security
	after midnight or very early in the morning puts individuals at risk. There have been numerous incidents of anti-social behaviour within the Waitrose multi-											l .	Scholar Security
	story car park and Fairycroft carpark and the total lack of CCTV in either car park continues to lead to issues; from fights in Fairycroft car park after "pub											l .	
	chucking-out time", to fires being lit in stairwells of the multi-storey carpark, youths smoking cannabis and other drugs on a regular occurance and cars	1	1									1	
	being driven at speed within the multi-storey after the store has closed (and the lights in the multi-storey are turned off). I have no problem with proposed											l .	
	charges / changes in car parking charges - if the additional revenue will be used to improve security in the car parks. CCTV needs to be added to ensure											l .	
1	the safety and security of property and car park users in both the multi-storey and Fairycroft car parks adjacent to Waitrose. Physical Barriers should be			1		1	1					1	
	considered and added to the multi-storey car park - activated once the store has closed and lights turned off to prevent anti-social behaviour / car-meets											ļ	

resident	The parking in saffron walden is already very challenging, having car parks such as london road and the smaller ones on Debden road - and the man in			SW	1	1					1	1		London Rd should be pay and
	square on non market days help manage weekend parking when the market is on. These are attractive as they are not charged for and are a short walk													display all week
	from town meaning visitors do not drive all the way in to town and this releases pressure on the already contested roads. It also attracts visitors to the													"
	town which supports the individual business that make living in saffron walden attractive. We are already losing businesses in the town due to rising rates													
	and cost of living, reducing any footfall with additional and higher charges is counterproductive for the town and community. In addition london road													
	council offices and free car parks are used heavily at the weekend by residents for their cars that they cannot park outside their homes to keep the roads													
	clear. Removing this will cause their homes to be less attractive to buyers and force more cars into the already congested side roads and other roads													
	causing potential traffic restriction elsewhere in the town. Unacceptable rises that will make the town less attractive to visit and spend money reducing													
	local business revenue. All you will do is push visitors to supermarkets or other towns where it is more reasonable. Those who work in walden with annual													
	passes will start to park in residential streets which will cause additional complaints and entail more outlay on additional parking measures such as more													
	double yellows/ permit only which will all need additional management. A small increase may be acceptable but the rate suggested only looks													
	opportunistic. If you plan to charge in london road council offices at the weekend I would hope you also open it for paid parking in the week and ensure													
	your own staff pay the charges your suggesting!													
resident	The proposed increase in tariffs is too high, especially during a cost of living crisis. It will drive people out of the town and severely damage the local			SW	1	1				1	1			
	independent businesses who won't be able to sustain the loss in footfall. It is shortsighted and down right greedy to introduce these such high increases													
	as such a time. The only free parking option Catons Lane must remain in place. It is also not fair to pass the administration fee if mi permit on to residents													
	and visitors. This should be absorbed as a cost of business by the council													
resident/business	The proposed changes completely disregard the issue of traffic levels caused by drivers driving into the centre of Saffron Walden, causing pollution that is			SW	1			1		1	1	1		
	detrimental to the health of our children. Cars parked on the outskirts of Saffron Walden remove traffic from the town centre and should be encouraged.			1		1								
	Parking at Catons Lane and London Road should remain free for this reason. Also, town centre businesses are already struggling - by imposing and			1		1								
	increasing charges, people will do more shopping online or visit places that do not charge them to park. You are diverting town centre business to the			1		1								
	supermarkets. The change to the minimum parking period and the reason for it is disingenuous. People use the 30 minutes to pick up a prescription or a													
	similar single item. They will not suddenly do a lot more shopping in the extra 30 minutes you are forcing them to pay for. Imposing a 10p 'convenience													
	charge' for using a smartphone for parking is not logical in any way. These online systems are NOT convenient for many of us, particularly the elderly, of													
	which there is a very large population in this district. They are stressful to use and not everyone has a smartphone.													
resident	Whilst I agree with the reasons for the increases, management of the car parks, there are some points that do not make sense. 1. Removal of 30 minute			sw			1	1		1				
resident	tariff - this is an extremely convenient option, for visitors who need a short amount of time in the town, e.g. bank, post office, prescription collection.			JVV			1	1 1		1				
	Removing this will add to congestion already seen at the common in peak times. 2. Flat rate for Sunday and Bank Holiday is reasonable but may													
	discourage visitors to the town, thus impacting on trade for the open businesses. 3. Passing on of MiPermit fee - this is completely unfair as users have													
	little option but to use, meters not up to standard, so should continue to be absorbed or a more cost effective solution implemented. e.g. Ringo or other													
	providers.	1		SW	-				-					
resident	I feel that the increase is too high. Saffron Walden is a hub for many people who live in the smaller villages nearby (such as myself). Since there is no			SW	1		1		1					
	public transport available for our village, having been cancelled several years ago, I have no option but to drive and park in the town. I have always chosen													
	to shop in Saffron Walden, to support the independent shops, cafes and the maket but I feel that this excessive increase will make it less attractive for													
	me, and many others who rely on the shops and services of Saffron Walden. Whilst appreciating that costs have increased in the last few years, by													
	increasing the hours and days of paid parking, as well as the charges, the increase is unsustainable for many and will lead to fewer visits by customers													
	who will choose to go elsewhere. This will inevitably lead to less footfall and financial difficulties for the businesses in the town centre which you should													
	be supporting.													
resident	Charging for in-Town Car Parking is a disincentive for people especially someone like me, who live in one of the surrounding villages and can only,			SW	1		1							
	practically get to town by car. I already resist visiting, in my case, Saffron Walden, and a further increase will discourage me further (especially now as the													
	council is proposing to charge on a Sunday). Saffron Walden has so far avoided a major decline in its town centre but decisions like this are like walking													
	on thin ice. The basic argument seems to be that tariffs have not changed since 2015. This argument presupposes that tariffs then were appropriate - in													
	terms of whether they should be levied and at what rate. I think the decision to increase tariffs is misguided however this consultation is unlikely to change													
	the council's plans. Uttlesford, the council managing the changes is less wed to the success of the Towns which will be affected. Delegate the													
	management of the car parks and the size, if any, of the tariffs to Town Councils. I don't know the size of the new tariffs but to increase charges is a													
	mistake as is to charge on a Sunday. Is the council planning to employ traffic wardens on a Sunday?													
resident	I think the proposed increases in car parking charges are too high, in will clearly impact the number of people visiting Saffron Walden for both shopping		1	SW										
	and sight seeing. I live in one of the surrounding villages, I believe it is important to support the local shops, the market and the town. However, if the			1		1								
	charges go ahead, it will be cheaper for me to use a big supermarket (probably in Cambridge or Royston) rather than local traders/retailers and I am sure I			1		1								
	won't be alone and more shopping will be done online. If the aim is to encourage people to leave their cars at home and walk or cycle, I would consider			1		1								
	this, if the appalling state of the road in the villages around Saffron Walden was firstly addressed.			1		1								
resident	I feel the removal of free parking in Saffron Walden, whilst increasing the cost of parking at the same time, will have a negative effect on the town Those			sw	<del>                                     </del>	1					1	1		
rosiatilit	who only need to pop in for a couple of items (prescriptions etc.) will now wait until they have several things to do, thus reducing the number of times a					1								
	person visits the town centre, potentially decreasing the amount of impulse purchases made I don't, personally mind the removal of free parking, if the			1		1								
				1		1								
rocidont	cost were to remain at the level it is currently. However if this goes hand in hand with large increases then I'm against it		1	SW			_		_		-	-		
resident	Please don't increase the car parking prices. As a resident from a surrounding village, we have not got any other way to get into Saffron Walden other than by car. If the costs increase during this cost of living crisis, we'll inevitably spend less time, and therefore money, in the town		1	300										
	py car, it the costs increase during this cost of tiving crists, we it mevitably spend tess time, and therefore money, if the town				1	1	1	1						1

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resident	If UDC aim to drive shoppers away from Walden, they are going the right way about it with the proposed changes in parking. The enforced use of cards		SW	1		1		1	1	1		1 '		
	instead of cash for parking machines was off-putting to many, and these mean proposals will finish the job. No longer could you delay your visit till 5 pm											1 '		
	when parking is free, but this would be extended to 6 pm when the shops shut - this will affect people who work in the town who have little opportunity to											1 '		
												1 '		
	shop earlier. No longer could you just nip into town for half an hour for a quick dash to deliver things to the charity shops - this would mean people taking											1 '		
	up parking space for an hour instead of half an hour. No longer could you park free to go to church on Sundays, and stay to socialise after the service - a											1 '		
												1 '		
	particularly mean proposal, that would also affect eg those going on Sunday walks or having Sunday lunch in the town. No longer could those who work in											1 '		
	town park free at Catons Lane but must pay - I suspect that many market traders park there and this will affect the market - also other town workers who											1 '		
	park there and whose jobs are essential to the town economy. No longer could you park free in the council offices car park on Saturday - this is very unfair											1 '		
												1 '		
	as it is a long walk down and up again to town so if people are prepared to do this, the parking should be free. Also this car park has to be maintained for											1 '		
	council staff anyway so the additional use by shoppers does not cause any wear and tear. In summary, these proposals would not, as claimed 'support											1 '		
												1 '		
	the vitality of our town centre' but would have quite the opposite effect since Tesco, Aldi and the new supermarket currently being built will have free											1 '		
	parking and even cafes, so people will just go straight there and bypass the town shops and cafes. I think these proposals are particularly bad for out of											1 '		
	town shoppers - in villages like Clavering we have no bus services so cars are the only way we can come to town, contributing to its economic vitality.											1 '		
												1 '		
	These proposals are lazy ideas and not thought out properly, particularly given the temptations of online shopping, with products brought to your door.											1 '		
	Why not be more pro-active and emulate other towns which realise that parking matters equate with their retail economy, eg as Buntingford which offers											1 '		
	90 minutes FREE parking; Royston which offers free parking after 3 pm; or Ely where the town centre car parks are free and as a result it is a vibrant											1 '		
												1 '		
	shopping town. You might even consider a park and ride service based at the Tesco car park or the SWCHS car park, for out of town shoppers. While it is											1 '		
	inevitable that some rise in parking charges takes place, the proposed charges are too high and will deter people from lingering in the town and thereby											1 '		
												1 '		
	spending more money on its shops and cafes. A more modest rise would be fairer. Or better still make it all free, then you could save money on traffic											1 '		
	wardens and the costs of running the car park system would not be so high anyway. As a user of the library, I would add that it is people don't just come to											1 '		
												1 '		
	town to do shopping, they also come to do research at the brilliant Gibson Library and ERO record centre in the library. The nature of historical research is											1 '		
	that it takes time to do and to have to worry about parking charges would be a deterrent to staying in the town all day, and be a tax on knowledge and											1 '		
	study, particularly hitting students and retired people who use the library extensively. At one time, I was able to park all day for free to carry out research	1	1			1			1	l	1	1 '		
		I	1			1	1		1	I	1	1 '		
	and then give this back to the community in the form of a book. It seems now that this facility is to be totally taken away. An inevitable consequence is	1	1			1			1	l	1	1 '		
	more people parking on residential roads, so more yellow lines, more traffic wardening etc. It is all VERY short sighted and a blow to the town's culture,	I	1			1	1		1	I	1	1 '		
		I	1			1	1		1	I	1	1 '		
	social life, its welcoming ambience, as well as its economy. I would like to record also that I object to there being no choice but to pay by card - the option	1	1			1			1	l	1	1 '		
	of cash should be offered in one of the machines at each car park as it was before as this deters many people.					1			1	l		1 '		
		l	1							1		1 '		
resident	Every town needs some free parking and UDC needs to rethink it's proposal to start charging at Catons Lane & in London rd. This will just push more		SW	-	-	<b>†</b>		,	4	4		$\vdash$	+	London Rd owned by 'the people'
resident		I	l sw	1	1	1	1	1	1	1	1	1 '		
	people into on-street parking. The Gibson estate, off the high St, already has a constant stream of cruisers looking for free parking daily. Local residents					1			1	l		1 '		therefore should remain free
1	don't mind the odd hour or so when people go to the dentist or doctors but we do object to long term parking of Gold St residents who don't want to pay for	1	1			1			1	l	1	1 '		
												1 '		
	the residents permit in their own road. Instead they feel it's OK to park their cars, often for days without moving them in our roads. As many council											1 '		
	employees are still working from home their carpark is not totally full on weekdays and at weekends would be empty. As the land and building of the											1 '		
												1 '		
U	London Road hospital was mostly funded by subscription then morally the land is "owned" by the townsfolk. The gardens trees and nurses blocks were											1 '		
u	bulldozed making way for the carpark. Therefore it's historic precedent means it should remain free at weekends. Catons Lane has been free for decades											1 '		
שו	and those who don't mind a longer walk into town like to park there, as do the market stall holders. Where will they park their vans on Tuesday &											1 '		
ע∟												1 '		
2	Saturdays? By charging for car parking, it limits the time shoppers will be spending their money in our town and may cause decline of our "high Street".											1 '		
<b>-</b> 2	Shoppers will go to Haverhill and Newmarket where the parking is much cheaper than here as St Edmundsbury council are not so shortsighted as											1 '		
D												1 '		
וע	Uttlesford. +pay on exit would be fairer. + return to pay at machines, money is still legal tender. + We don't all use smartphones so this is discriminatory. +							- 1				1 '		
	150% increas at swan meadow is not fair & disproportionate. + cost of wardens policing & fining car owners means another wasted wage. + 30 minute											1 '		
. 1	parking is very useful so should be maintained. + Extending the times one pays four CP's earlier & later in the day is unacceptable. + As the land that UDC							- 1				1 '		
N								- 1				1 '		
$\supset$	has its car park on was purchased by public donations it is in theory owned by towns people legally and morally, therefore london rd offices CP MUST											1 '		
<b>→</b>	remain free. Historic precedent must be looked at. + Increasing charges just puts off shoppers who will go to other towns thus adding to declining footfall.											1 '		
												1 '		
	+ Dunmow has had massive overdevelopment for 20 years but little increase in public car parking/infrastructure to go with it.											1 '		
												1 '		
resident	7.4 is wrong. The Road Vehicles (Construction and Use) Regulations 1986: Regulation 99 applies. I thought that a public car park is considered a road in		SW	1			1	1						
resident			344	1			1 1	1				1 '		
	the Road Traffic Act? I won't bother going into town if you are going to remove the thirty minutes parking and charge more etc. I'll find somewhere else to											1 '		
	do business. I normally go to Waitrose after 17:00, so will now have to go after 18:00 so as not to pay. Just because other the Authorities charge up to											1 '		
												1 '		
	18:00, does not mean that you should too. I have an electric car, but why do they get special treatment? They create a lot of pollution.													
resident	Feels somewhat short sighted plans. The reasoning for removal of the 30 min parking is nonsense. People stay longer when they need to and plan to,		SW			1	1		1	1		1 '		School parent - Fairycroft.
1	abolishing this won't change that (you can extend parking easy enough with the app as well!). 30 min parking is also used a lot by parents on the school	1	1			1			1	l	1	1 '		Maintance issues flagged
		I	1			1	1		1	I	1	1 '		inanitance issues itagged
1	run, I know fairycroft is for RAB. Removing the 30 min parking will just push more people to park in the already busy side streets. Rather than making	1	1			1			1	l	1	1 '		
1	something too expensive to use, perhaps more attention should be made to the many people parking illegally on double yellows or on zebra crossing zig	1	1			1			1	l	1	1 '		
		1	1			1			1	l	1	1 '		
	zag lines as a way of generating revenue. Seems to be no info about improving the state of the car parks in the plans, just an easy target to get more money	1	1			1			1	l	1	1 '		
						1	1		1	I	1	1 '		
	out of the long suffering motorists in Saffron Walden. Keeping the 30 min parking in place and at the same price would be beneficial to many. Always							- 1	1	l	1	1 '		
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res	sident	I am writing to urge you to reconsider the proposed car parking tariff changes in Saffron Walden.		SW	1	1	1			1						
		The increases in parking charges will lead to fewer visitors to the market and independent businesses in the town centre as we will visit the out of town														
		retail parks instead. The reduction in visitors will lead to closures and job losses.														
		The nearby residential streets are already seeing an influx of town centre workers parking their cars, which will increase with the proposals to hike season														
		ticket prices.														
		ticket prices.														
		I am personally disappointed that free parking on Sundays will be lost, and the addition of the MiPermit convenience fee is being considered.														
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		Please do the right thing for local residents and visitors to the town and reconsider your proposals.														
<u> </u>																
res	sident	i would like to object to the proposed charges being extended to 6pm and also charging on a sunday. As a Catholic i attend the services in Saffron Walden		SW			1		1		1					Church goer
		and by charging after 5pm and also on a Sunday you are effectively taxing me for attending a church service. There is no other catholic church locally and														
		due to no footpath from little Walden i am unable to walk to the town. Many Catholics and from outlying villages will travel to Saffron Walden for the														
		church services. i believe my objection will also apply to others of various faiths that attend services on Sundays. i park at Catons lane and i see many														
		families parking there to use the playground there on a Sunday, again this will be impacted by your charge and your new playground will have less use.														
		Sunday parking charges will also mean more parking in residential areas in saffron walden														
RE	SIDENT	It's outrageous to suggest that charges will be hiked so much in one step. Such a large increase will be totally off putting for people and footfall in the town		SW	1	1		1	1							
1		is sure to drop having a detrimental impact on businesses. We have a great historic town with a good range of shops and services. We should be doing			-	_		-	- 1							
		everything possible to encourage more people in to town to ensure businesses thrive, not making it less attractive by hiking parking costs. As many people														
		have commented, parking in Ely is free and you can easily see the benefits that has brought to the city, it feels alive with people whenever you visit.														
		Extending the parking charges till 6pm is ridiculous when most shops would be closed before that time, it feels like the Council is just on a money making				1										
		exercise with this plan. I also object to having to pay for an hour to park when half an hour is often all that is needed. For instance, the only pharmacies are				1									ļ	
		in the town centre and you certainly don't need an hours parking to pick up your medication. This should not be a way of raising revenue for the Council.													ļ	
		Business rates do that, but if businesses fail because people won't come and spend their money in Saffron Walden, it's a slippery slope to a declining													ļ	
		town and the businesses that trade there and employees who work there. There is always a limit to what people will endure and if it's going to cost 4 or 5														
L		pounds an hour to park, people will simply go elsewhere.														
res	sident	What a ridiculous proposal. Absolutely unnecessary to start charging for what little free parking saffron walden has. We already have shops and		SW			1	1	1		1	1	1			
		businesses closing soon the town will be dead. Let's encourage shoppers to come to the town. Why also are saffron waldens parking charges higher than														
		other towns? We are not a town of wealthy affluent millionaires and when we have to come to work or to shop by car in to town then we need cheap														
		affordable parking. Over priced parking. Not necessary to extend charges from 5 to 6that's just then having to pay parking enforcers extra wages to														
		keep check of the car parks to a later time. Removing 30 mins also not neededsometimes just need to pop and collect prescriptions etc and done need														
		am hour parking. Most towns do not charge for Sundays and Bank Holidays. Again another day when parking enforcers will have to be paid to keep check.														
		Catons Lane is used mostly by workers who on a budget need free parking.														
<b>U</b>		Refer to letter 5		SW	1	1	1		1							
res	sident	l only ever go in to Saffron Walden on a Sunday, when the parking is free, or for 30 mins in a lunchtime, when I can pay for 30 mins for under a pound. If		SW			1	1								
		both of these options are removed, I will simply stop going into Saffron Walden all together!														
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ביי ש	sident	The Management of UDC car park is a disgrace. The lifts are often out of order and the stairs precarious. The doors are stiff to open. Lifts when working	1	SW												Maintenance of Fairycroft raised
<b>∠</b>  ```	sident	The Management of UDC car park is a disgrace. The lifts are often out of order and the stairs precarious. The doors are stiff to open. Lifts when working look fitthy. One instance before Christmas I fell getting through the door on the top floor sending my shopping and parcels in all directions on a wet	1	SW												Maintenance of Fairycroft raised
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retail, and charging shoppers for parking will detract from the shopping experience, thereby pushing customers towards online retail to a greater extent. esident lunderstand that the council is in great need of funds, however increasing prices created a double edge sword. Cars will start to park where ever they can SW to avoid paying , people will not come into the town especially if shops are closing, less money raised for the coffers. I have lived in Saffron Walden for over 49 years and it is slowly loosing its charm, please don't do it. Thank you. I have lived and worked in Saffron Walden all my life...... as retailers and business people we have been faced with so many challenges over the years .. resident/business SW out of town shopping, internet to name just two, but this latest ridiculous proposal to increase car parking charges will undoubtedly lead to customers finding other places to shop that offer FREE PARKING, which is what should be happening here. We are struggling to keep our beautiful town alive PLEASE OPEN YOUR EYES AND STOP THIS INCREASE AND INTRODUCE FREE PARKING esident If you want to continue the demise of Saffron Walden as town proceed with the stupididty of parking charges- keep giving planning for more ne building SW and do nothing about the infrastructure- now way round or through the town just more and more money grabbing developments so mor poll tax - There is nothing left in the town to vist for you cant even park to go to a bank as most of them hace gone so we will only now use out of town shopping. The place id a dead dump. Have lived her for 60 years and the town has deteriorated beyond belief- increasing in any way the cost of visiting the town will be the last nail in the coffin so continu to grab all the tax you can and supply zero for it resident I worry that removing free parking will result in our residential roads becoming even more impassible with folk parking anywhere they can on side streets SW 1 and often, so that it doesn't block the traffic, up onto pavements. I understand the car parks that already charge need to increase their fees, that's fine but please maintain some free parking for those who can not or will not pay so that residents can still park near their homes. resident I think the proposed introduction of a parking fee on Sundays will have a large detrimental effect on town centre businesses especially as free parking is SW available at Knights Park. On Sundays, the choice destination will not be Saffron Walden as many nearby towns have free parking on this day. The lack of buses available on a Sunday also adds to this potential disaster for town retailers and in particular businesses that are involved in the hospitality industry. We are very fortunate in this town to still have independent hospitality establishments and this adds to the charm of the town as a destination to visit. Visitors who visit on a Sunday - during which the parking is free, may then be tempted to visit on other days - indeed, this how I personally began to get to know the town, its charm and uniqueness and eventually meaning that I moved to the town. Please reconsider the Sunday charging and maybe give the raised carparking charges on the other days a trial and assess the impact on footfall to the town. resident/business The quality of maintenance and upkeep is poor in council owned car parks such as Fairycroft, for example there is offensive graffiti and the smell of urine SW Poor maintence flagged. School in one of the stairwells which has been there for many months. Increasing tariffs based on this service is not palatable. The proposed change in tariffs will parent - Fairycroft likely lead to people parking illegally or in areas which may be inconvenient or dangerous to others, particularly for those struggling with the cost of living already. If anything, suspending parking charges at school drop off and/or pickup times for parents forced to use council car parks such as Fairycroft to access RAB school would help with the ongoing issue around illegal or inconsiderate parking along South Road and environs. resident As an organiser of the Walden Wombles litter picking group, we arrange our monthly events around car parks in Saffron Walden so that we can have a SW 1 couple of cars with the litter picking equipment. Fortunately most litter pickers themselves come on foot. So having Sunday car park charges at Swan Meadow, Catons Lane and the Council Offices on Sundays is going to add another small admin & financial overhead to the group. Having fairly empty, free car parks on Sundays mornings has just been very helpful. More generally, I'm in favour of free car parking at Swan Meadow to encourage visitors to Saffron Walden & footfall. The level of price increase is ridiculous and will result in more on street parking causing further traffic congestion to Saffron Walden. It will also cause SW 1 1 inconvenience to residents living near to the town centre. creased charges will impact negatively on footfall. Saffron Walden is lucky to have so many excellent businesses but expensive parking will cause people to shop elsewhere or online. This will kill the town of its current vibrancy. Removing the half hour parking is more likely to result in people not popping onto town at all rather than encouraging them to stay longer. This is so short resident/employee 1. Parking in Market Square will become even more under pressure! 2. Where is incentive for people to come into SW. Ely offers free parking to encourage SW visitors to town. 3. Why not offer money off parking if people purchase in a shop - it could be quantified by spend or give first hour off? 4. Perhaps schools could offer parking on Saturday at all day rate that benefitted the school - run by PTA? 5. Or cheaper rates in afternoons? 6. Catons Lane is vital to Market Traders .... they will end up in residential areas or not come to SW! 7. Museum Car Park under utilised ..... open its use more widely. I think if you want people to shop & eat you need to make it attractive financially ... otherwise people will just grab & go. To not have any free parking is a shame! resident I think there is a fundamental question I need to ask you - do you want Saffron Walden (and other) town centre(s) to thrive and prosper, or not? If not, then SW why beat about the bush tinkering with car park charges? Just go for broke (literally) - and close all the car parks, leaving all the shops, cafes and pubs to go to the wall because staff and customers have nowhere to park. If, on the other hand, you want the town centres to thrive - make it easier for retail staff and customers to come into the towns and do business by removing car parking charges altogether. Why erect barriers to trade? given that many town centres nationwide have yet to recover from the impact of the pandemic and the corresponding switch to online shopping. I urge you to reconsider this proposal or, better still, consign it to the dustbin (hoping that it might be emptied sometime soon!) Regards resident There are a lot of retired and elderly residents living and shopping in Saffron Walden who do not have or use mobile phones and would not wish to pay for SW parking charges using a debit/credit card. They would of course prefer to pay for parking with cash. Many do not understand how to use their card to pay in this way and are afraid for security reasons to always be getting cards out of pockets/ handbags etc, risking having it cloned or stolen. This system would make many go elsewhere where they could pay cash. It is ridiculous taking away the half hour parking tariff! If a mother needs to go to a chemist because their child is poorly and they need medicine, a half hour is often more than is needed. Likewise collection of prescriptions. I volunteer for 3 hours each week for a charity shop. I currently pay £2 for that 3 hours and top up with an extra extended half an hour 50p to allow time to get back to car park when finishing my shift and perhaps supporting a few other shops as needed. If the tariffs are increased I will be paying £3.20 for 3 hours plus another £1.20 so £4.40!!! An increase of £1.90 a week which as a retired person on limited income and rising cost of living I will be unable to continue doing. Many towns have free car parks and are enjoy a vibrant feel because people enjoy shopping with no thought of how long they have left on their parking ticket. Many people will no longer shop in Saffron Walden, shops will close through lack of trade and it will become empty and unloved. Might it not be better to have tickets issued as you enter the car parks and pay on exit for the time spent in town? ( but not at the proposed new prices and with the facility to pay in cash which many people prefer) I want to object to the increase in car park charges It will lead to increased parking in residential streets. It will deter local shoppers coming into town to SW resident pick up a few items which in turn will lead to a decrease in footfall into our local small retail business. Alongside the closure of local banks there will soon be little reason to visit saffron Walden All shopping will be done on the outskirts of town in large supermarkets or online A sad loss of what was once a thriving friendly market town and special community Resdient I am happy that the 30 minute charge be removed, encouraging visitors to stay longer in the town and potentially increasing revenue for the council. I am SW not in favour of the proposed increases to car parking charges. Our local shops need all the help they can get to attract footfall for the town to retain is vibrancy and appeal resident Disgusting, Ridiculous. Out of touch. Residents of Saffron Walden should NOT have to pay for parking anywhere in Saffron Walden. The proposed new SW and increased charges are disgusting

SW

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resident

I wish to state my strong objection to charging for car parking in Saffron Walden at the weekends - specifically on Sundays. I feel that it is important to

attract business and shoppers into the town, and free parking is one good way to do this. The 'high street' shops have suffered at the hands of online

RESID	ENT	Saffron Walden is a small town and needs to attract people to use the shops. If the car park prices increase people will think twice about going there in		1	SW										
		preference to one of the bigger towns that have more choice of shops. I have shopped in Ely on several occasions and parking there is free. I am happy to													
		pay the existing rates but do not feel this needs to be increased.													
reside	ent	I note the council car park remains free for council staff Monday to Friday, why are the public sector getting preferential treatment compared to local			SW	1		1					1		London Rd should be pay and
		workers who now see a circa 100% increase in parking charges. Of course they could catch a bus, if the buses ran a) on-time and b) as regularly as useful,			1	-		-					_		display all week.
		i.e. at least 4 times an hour. Saffron Walden is the local hub for a largely rural area. The lack of useful public transport dictates the majority of visitors													diopidy dictrocki
		must drive and park. If the aim of the new charge structure is to deter visitors then I am sure this will have the desired effect. Charging on a Sunday, £1.50													
		for the day, means you have to employ someone to monitor compliance and if this is financially viable (paying, I assume, double time for Sunday work)													
		then the higher Monday to Saturday rates appear to be extortionate. Some people will plan a short visit to pickup a necessary item, with minimum 1hour													
		parking charges those people will go elsewhere I.e Tesco where they can park for free, increasing the emissions as they drive through the town. All in all I													
		am very disappointed with the plans, surely, in an age where the use of internet shopping is having an extremely negative impact upon local shops and													
		services attracting more visitors, helping local businesses and improving access for all should be top of the list for the council. Rethink please													
reside		I am against your proposed parking charge increases. With regard to Saffron Walden parking: Please encourage shopping in the town rather than			SW	1	1	1				- 1	1		
reside	ant.				300	1 1	1	1				1	1		
		encourage more white vans parking all over the place delivering for internet based businesses that add nothing to the value of the town or district, or pay													
		any taxes or rates. I regularly walk into town to buy bread and meat, however, shopping is heavy and as an OAP it gets to a point where we cannot carry													
		any more stuff and need to pick it up in a vehicle To encourage turnover in short-stay carparks, the first hour (during 8 to 6) should be free to allow people													
		to carry heavy items. There should be no charges on Sunday, Bank holidays and possible Christmas. The district office car park and Catons lane, should													
		be free at weekends to allow shop workers free parking (possibly by some sort of permit. They are a fair distance to the town. This permit idea should be													
		extended to allow people who work in town a discounted season ticket, way below your proposed cost for such low paid people, some are just volunteers.													
-		In essence you are hurting the wrong people, those that help the town to survive and pay business rates													
reside	ent	Maintain current parking fees. Businesses to pay for 'X' amount of parking at Swan Meadow for their staff (i.e. permits through their business council tax)			SW	1	1								
		this will put a stop to numerous cars parking for free outside Saffron Walden residents homes, thus blocking their parking spaces or blocking their													
		driveways. I imagine this will also help the Emergency Service Vehicles move around the town more efficiently. NO NO NO. Businesses in town are													
		struggling. Visiters and residents to the town centre are already discouraged by the current fees. Keep in mind it's easy to shop on the www and have													
		goods delivered to your door, in some cases for free! Do we really want Saffron Walden to become a great big housing estate?!													
reside	ent	I feel it a shame that UDC cannot bite the bullet and follow the example of towns like Ely which provides free car parking. You should be doing the same			SW	1	1	1	1			1	1		
leside	ant				300	1 1	1	1	*			1	1		
		even if that is for a limited period of parking. Instead you propose taking away the limited free parking, introducing huge increases and making Sunday													
		charges.													
		The town retailers are already struggling and what does UDC propose ? To make matters that much worse by proposing swingeing parking increases and													
		restrictions.													
		It would help the public if one of the main car parks were pay on departure so people could linger longer if the need arose. But you have resisted that													
		prospect for 25 years that I know of. Your rush to high tech works against the elderly or less capable in the community. But UDC appears not to care, is													
J		largely incompetent (planning and refuge for example) and is contributing to the demise of Walden .													
_															
)		In common with many I believe this Consultation is a sham and you will press ahead regardless . Notwithstanding that cynical view I would urge you to													
		think again and support our retailers and your electorate rather than act against their interests.													
busin	229	Good evening We are Waffle+Coffee (formerly Bicicletta) We have recently taken over the lease on Bicicletta and have renovated and refurbed it into		1	SW										
)	633	something exceptional for our Saffron Walden town. We are disappointed at the new tariff increases for parking and feel it will most definitely impact the		1 *	""										
<b>7</b>		sometiming exceptionation our Samoni waturen town, we are unsupporting a time new anni increases on parking and restrict with most time in the control of th													
		, , , , , , , , , , , , , , , , , , , ,													
<b>V</b>		consider the pricing.							$\overline{}$						
reside	ent	I live along Hill Street in Saffron Walden where we have been told that we cannot have a parking permit along Fairycroft (next street along) But I can park at		1	SW										Resident who parks in the
_		the school which is a long walk away, so therefore I park in the common carpark and now you are going to increase the fees. I am a single parent and													Common car park
		struggling to get by as it is. I am also concerned that people won't want to come to our town anymore if parking charges keep on going up, they will just go													
		to large shopping centres where the parking is free. I have had to help elderly people on how to use the payment machines on many occasions as they no													
		longer take cash, I just feel like everything is being made more difficult especially towards the people in the community who need the help the most!													
		longer take cash, i just recture everything is being made more unnoun especially towards the people in the community who need the next the most:													
H															
reside	ent	I am fundamentally opposed to the proposed amendments to Saffron Walden car parking tariffs, and would like to make the following detailed points. The			SW	1	1	1	1		1	1	1		Free parking for market traders at
		swingeing increases will very seriously affect those persons who have to work and live in the town, this will lead to increased congestion and subsequent													Catons Lane. London Rd should
		pollution as workers cruise the town looking for free on street parking, parents doing the school run will return home to find "their" parking spot taken and													be same cost during week
		they in turn will have to drive around looking for parking. Market traders that currently benefit from free parking in Catons Lane, and are already hard-													
		pressed will move their trade to more welcoming towns. Shop holders who are tied-in to leases will also be hard-pressed by these excessive increases. It													
		is nonsense to justify these increases by stating that there have been no increases since 2015, and to try hiding behind consultations that appear to have													
		taken no notice of Saffron Walden itself but just compare to larger nearby towns. It is the councils own fault that they haven't reviewed prices for 9 years,													
				1	1	1	l								
		and to impose 9 years worth of increase in one go is ridiculous and unnecessarily painful for the townsfolk and businesses affected. Hopefully this		1	1	1			i 1	1					
		consultation is honest and not just a check-box exercise before bulldozing through these stupid proposals, so here are a few constructive ideas. The 1/2													
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driving people away with your bully boy attitude I have lived in this town for over 40 years. Saffron Walden is the most unfriendly car town I know. Roads are a disgrace and to raise the parking charges by SW esident this ridiculous amount will just keep people away. The town will die Totally disagree with these proposals! We should have time limited free parking to encourage shoppers & visitors. Cheap long term parking for workers. SW esident./business esident Refer to letter 6 SW 1 esident It is singularly unhelpful to both local businesses and to shoppers who come into Saffron Walden to enjoy small independent shops, to raise the parking SW prices by such a huge amount. It will be another nail in the coffin of local retail which is already suffering. The best thing UDC could do is make town centre parking free. Many other towns have much more advantageous tariffs (Bury St Edmunds, Buntingford and even Bishops Stortford, Ety). R4U are definitely NOT for residents with this proposal. resident Introducing charges on a Sunday will be very detrimental to the shops in saffron Walden. Sunday is already a quiet trading day and the proposals to end SW free Sunday and bank holiday parking will only exacerbate this. Introducing charges in all car parks will not encourage visitors to Saffron Walden. The little shops in this lovely town are in danger of going under unless we can encourage people to visit and charging more to park will not help. The main shopping street has already seen several recent closures and shops and cafes choosing to close on Sundays and Mondays. People who do come will be trying to find free spaces in the local residential streets which causes congestion and problems for local residents. We should be encouraging people to come and spend the whole day in the town - shopping, eating and visiting the attractions not discouraging people and losing them to towns like Ely where they can park and spend the day for free. resident Parking is to expensive. Shoppers are deserting the town. Other towns cheaper and better shops. Pay on exit is a better idea, you never know how long you SW will be on the town. resident How absurb of the council to increase car parking charges...... I volunteer in 1 of the many charity shops on 2 days, living in Clavering means I have no SW choice but to drive into Saffron Walden. I could have my parking charges reinburst from the charity but surely this is decremental to the charity. All our shops in Walden need the footfall of shoppers if they want to stay in business. With the cost of living so high an increase in charges is ludicrous. Do you U want Saffron Walden to become a ghost town when it has so much to offer. ۵ esident Do not change the 30 minute parking charge. People need the option to pop into one shop (eg Boots for a prescription). The only option is to pay for SW ge parking. Do not increase the charges, it is already expensive to park on top of shopping. Do you want to drive people away from the town centre shops to industrial shopping areas out of town where parking is free? Extend to 6pm if you have to, to recoup some costs. esident Please reconsider the percentage of increase of the parking fees to take in mind low income folks. We need to keep our costs down when retired and SW wanting to park often in Saffron Walden town centre. Plus, we prefer to pay by cash so reconsider your change to card only payments. I comment as one who lives within the 20mph speed limit within Saffron Walden, have sufficient parking space in my property for my needs, always walks SW esident to the centre of the town and cannot remember when I last needed to pay for parking within the town. I accept that proposals for parking need to be 4 appropriately managed and that the space available for parking is limited and further parking space is improbable although I recall that underground parking under the common has been touched on before. There is left out of your proposals short term parking around the common, High Street south of the traffic lights, Audley Road outside Audley Court (which constantly blocks up traffic) and parking undesignated in various sites within the town. You include parking space within the curtilage of the Council Offices which of course is on private land and I wonder whether it can form part of the space you bring into charge and who collects the proceeds on behalf of the occupier. Your consideration of charges does not take into the effect it has on local roads. For instance, Ashdon Road has limited time free parking spaces on is south side between 0800 and 2000 Monday to Saturday. The north side is single lined and marked 0800 to 2000 Monday to Saturday. This means that on Sundays drivers can park on both sides of the road. Similar problems can occur in other main and side roads within the area surrounding the town centre. The effect that this will have on Sundays at private car parks within this area could be dramatic. Of particular concern is Fairycroft Car Park off Audley Road. How many supermarket trolleys will be left up there. One presumes Waitrose will continue to pay back to a shopper the minimum cost of parking subject to minimum spend, but how many of their customers will decide to shop at Tesco, Aldi and the intended Lidl. I do not speak for any other area save that around the Airport. Fly parking has been endemic for some years and parking restrictions should be brought in quickly. The value of £1 in 2015 is now £1.30 a little under 25% inflation. The proposed charges are well above that level, in some cases from no charge to some charge. As one who does not need to pay to shop I am concerned about the effect your proposition will have on existing residents who have little choice but to drive to shop. Clearly buses assist the shopper with little to buy but cannot assist one that has a trolley full of purchases. The Council seem to assume that every able bodied resident within the town (and in the surrounding villages) can afford to pay such hiked up prices. I challenge this and the CAB can provide figures to support my challenge. As for those coming into the area and living in the newly build outlying estates, they will surely weigh up the cost of paying to park in town and decide to shop at an outside supermarket. Finally the extra cost (and for market stall owners) additional cost of parking delivery vehicles will impact upon the cost of produce. As it is Saffron Walden is a hazardous town to start a new retail business and additional parking charges may be sufficient for traders to cease or not start trading. Refer to letter 8 SW Business 1 1 Please allow residents of London Road to park in the council car park during daytime hours. Since COVID and the introduction of hybrid working SW 1 the barrier at the car park entrance denies access to what is now a half empty car park. This is pointless and selfish when local residents could easily be using this PUBLIC facility rather than clogging up side roads. EMPLOYEE Im an employee of a hairdressers in saffron Walden. With the news of the increased charges, myself, colleagues and clients are worried about the change SW

SW

SW

older resident only comes to SW on Sunday to shop as he can't use the card machines

Allow London Rd residents access

to car park on weekday

resident

The increase in charges is likely to lead to fewer visits to the town centre. Consider Ely and Sudbury where there is free parking after specified times or for a specified period long enough to shop and have a coffee. They are busy, vibrant centres and attract people from a wide area. The proposals to extend the payment period to 6pm, Sundays and bank Holidays will deter visits. The extra hour of payment will push customers to edge of town stores instead of doing post-work shopping in town. The loss of half hour parking and the increase in the hourly rate significantly increases the cost of collecting prescriptions, depositing samples at the surgery or collecting mail from the post office. In otherword, the council seems determined to make use of the town centre less convenient and will see people shopping elsewhere. For instance I am likely to use Newport pharmacy rather than walden ones.

How on earth can you justify removing the free parking on a Sunday and after 5pm weekdays. Jots of people use Fairycroft carpark when visiting gold st

surgery and increasing parking costs is not help full. The carparking situation in SW will eventually kill off the town center with its high parking charges. I for one will not bother with SW town center and shop at Tesco Aldi and the new Liddle in SW where parking is free and you feel welcome, UDC you are

it will bring to the town. Myself and my colleagues already struggle to afford parking as it is, let atone if it goes up. I understand everything's gone up, but with our wages barely budging it's going to be near on impossible for me to travel here to work. I grew up in saffron Walden, and have had to move to haverhill just to be able to live as saffron Walden is such an expensive area anyways. If its going to cost even more money to come to work id be better off leaving saffron Walden for good. All it's going to do is push more and more local people away, which is such a shame. I hope you'll look into this and try

While I understand the need to increase the charges as not increased for a number of years, with the change to electronic payment only old it not be better

to review the bedding in of this policy to see wether there is a change to peoples parking practice in town since this was introduced. The removal of the half hour payment is a bad move as many of us who have to use a car to get into any of the towns only want to do so on a short errand and that will not change if having to pay for an hour. Please keep the short timescales in place. The increase will hit those already struggling in the financial climate at this time and will decrease foot fall into the town where there are other places, although maybe a little further away, where the costs to park are minimal.

and do what's best for everyone of the town.

esident

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	Busi

resident	If you raise parking fees by the amount of inflation since 2015 it will equate to a 39% (say 40%) rise, which is steep but acceptable. If you increase it any	.		SW	1										
	more, people will not come into Saffron Walden unless they absolutely have to and you will end up with even less revenue. It is also simply immoral to												1 '		
	raise prices for parking by more than inflation														
resident	Firstly the website for the carpark consultation doesn't seem to exist. I am strongly against the proposed increases because small shops in town are			SW	1					1			1 '		
	struggling and these increases will deter alot of visitors to town to think twice in this economic climate about spending a large amount an parking. I know												1 '		
	the car park prices haven't increased for a long while but the proposed rises are ridiculous. Why don't they do like large car parks say in Cambridge make												1 '		
	you pay on exit . The town will be definitely killed off if these increases are implemented. Think again . So you are going to increase car park ages in												1 '		
	saffron walden by a astronomical amount and also start charging for Catons Lane which has always been free . Surely tourism is a big thing in Saffron	.													
	Walden and putting charges up will drive tourists away instead of encouraging them to visit the town . A better idea would be to erect barriers at exits so												1 '		
	the car divers pay on exit. Or just build barriers across all the roads into the town so no one visits. Which is what you are trying to do. Independent shops are struggling in the current economic climate without uttlesford detering visitors by increasing parking charges												1 '		
resident	When the survey was carried out did they take into consideration the age of the population of Saffron Walden, for some of the elderly it is more convenient	$\overline{}$	1	SW	-		+		-+				<del></del> '	-	
resident	to park their car rather than use the bus service as this can be erratic at times. If these charges are implemented then any visitors to the town will have a	.	1	SW											
	to park timer, car latter that use the bus service as this carboe elaborate, as these charges are impermented timer any sistors to the town with the adjust look round the church and perhaps the maze then so home no time for a browser round the shops or to stop for a drink and a snack as they won't be	.													
	able to afford to. Our shookeepers and market traders rely on locals and visitors for their income, this hike in parking costs will affect their businesses												1 '		
	and Saffron Walden will become a shost town because that is what will happen, the amount of traffic will fall off and the car parks will become waste												1 '		
	grounds. What then? People are already going to other towns because the parking is either free for the first two hours or you get more time for the cost of												1 '		
	the parking. What is the extra income going to be used for? a face lift for all the car parks? extra toilet facilities at Swan Meadow or Catons Lane? I don't	.													
	think so.												1 '		
Business	I wish to object in the strongest possible terms to the proposed changes to charging for parking in Saffron Walden.		1	SW											
													1 '		
	While I appreciate that council finances are under strain and that increasing parking revenue is an easy way of plugging some of the shortfall, a more	. 1	1	1									1 '		
	holistic approach must be adopted that puts the longer-term economic vitality of the town above short-term expediency. Mindful of this, we should be		1	1									1 '		
	aiming to abolish parking charges, certainly not hike them dramatically.	. 1	1	1									1 '		
			1	1									1 '		
	I own the Grade I-listed Old Sun Inn in the town centre and we host tours and events for visitors. We plan to develop these further in the near future, once	. 1	1	1									1 '		
	we have invested a considerable sum on conserving the building. The proposed parking changes will undermine initiatives by public bodies locally to	. 1	1	1									1 '		
	boost business in the town. Visitors already complain about parking fees to us and say parking issues curtail the amount of time they spend in the town.		1	1									1 '		
	People visiting from out-of-town do not have the alternative of decent public transport and many consider cycling on our busy roads dangerous.	.	1	1									1 '		
	Additionally, many businesses and homeowners in the town centre do not have their own parking. They should not be exploited with rip-off parking fees.	.													
		.	1	1									1 '		
resident	Saffron Walden is a rare example of a popular living historic town with wide range of shops, building of historic value and green spaces, cinema, Leisure	$\overline{}$		SW	1	1	+	<del>     </del>	-+	1	1		<del>                                     </del>	-	
resident	centre, support agencies. We need to keep car prices low (in comparison with the salaries of those that live and work in the town and to attract visitors.	.		J. SW	1	1				1	1				
	Centue, support agencies, we need to keep can price so with comparison with translations of the car parking charges by as much as you want inc for season ticket holders or remove free sunday parking. The town needs to be open	.													
	to all and not become a rich persons enclave for those that cannot afford to live here or struggle to pay huge sums for parking. Raise the prices but at a fair	.													
ו	to attain the become a neit persons enclave or those that cannot alrord to uve here or struggle to paying each parking, naise the prices but at a ran affordable sum.	.	1	1									1 '		
Visitor	I think that not only your councils but other councils are missing the point. It's simple really if you have low, reasonable car park prices then you will get	-	1	SW					-						
VIOLO:	people coming to town. To shop, to eat, for a coffee. If you hike up the price of parking people won't come. The result of that is you lose your shops! I am			1									1 '		
	not a Saffron Walden resident but I come to the town regularly. Because of the individual shops that you have. It's a lovely place to wander around and get		1	1									1 '		
	something to eat. Plenty of choices. You have a butchers and a bakers which is very rare these days. And lots of lovely shops that are special to the town.												1 '		
_	It's also a very pretty town with lots of history. The different buildings and architecture make it a lovely place. And you want to ruin that by putting up	.													
1	parking by a massive 133%!!!! You really should learn from other small towns, how the 'high streets' have disappeared because of high rates and the	.													
i	price of parking. Small businesses have really suffered since covid ( and before) and they need all the help they can get. So this idea to increase parking												1 '		
•	prices will be a death blow to all the traders in the town.														
resident	Uttlesford should be encouraging a healthy and welcoming town centre. Not creating yet another dead town centre with only charity shops, estate agents	.	1	SW											
	and coffee shops. Any increase will encourage public to shop elsewhere, Tesco and other out of town shopping areas. I only think that is what their plan is!	.													
	This is very sad day for Saffron Walden which still has some of the main high street stores, which will close and move out if they don't get the trade.	.													
													L		
Business	The proposed uplift in parking fees will be We fear a deterrent to our guests, who visit Saffron Walden and its environs as part of their stay at our B&B. The		1	SW									1 '		
	town lives and breathes through its visitors and and they in turn encourage independent businesses to open and thrive. The council seems blind to this short-term gain rather than making the town an attractive place to visit and spend. A Leaf should be taken out of Ely's stance with free parking for all to	. 1	1	1									1 '		
			1	1									1 '		
	encourage visitors who are currently cutting back on spending and may decide due to the high price of parking just not to visit the town and this could become a 'tag' the town does not deserve and could last for years as a turn off for tourists and other visitors. We urge the council to think again for the long	. 1	1	1									1 '		
	term health of our beautiful and historic town, which reflects its ancient market economy since the 12th century. Should be free to encourage business	. 1	1	1									1 '		
	termineation of our beautiful and historic town, which effects its ancient market economy since the 12th century. Should be need to encourage business and visitors	. 1	1	1									1 '		
other	I only use the car parks in Saffron Walden once or twice a week, but any increase in charges will significantly affect the people who use them daily and			sw	1				-	1	1				
1	also the shops in the town because people will go elsewhere. The small shops in the centre of town are already struggling and the Council should be		1	1	1 - 1					1	-		1 '		
	encouraging people to shop in the town, not deter them. I object to the increases proposed and at least one of the current car parks, further away from the		1	1									1 '		
	centre, should remain free.														
resident	It is difficult to comment on the management proposals separate from the proposed charges, which are what affect most people. So, I will pass on to the			SW				1				1			
	comments on the charges. I accept that there is no such thing as a free-parking space, just as there is no such thing as a free lunch. Nevertheless, I		1	1									1 '		
	wonder what is the rationale underlying parking in Great Dunmow having a 30 minute category, but not in Saffron Walden. Also, why in GD three hours		1	1									1 '		
	costs £1.70 and in SW costs £3.20? Is Thaxted still free?				$\perp$				$\rightarrow$				L'		
resident	We should be encouraging people to come into Saffron Walden in order support local businesses and the local economy. To do this, most people need to	.	1	SW									1 '		
	drive (the bus service is way too unreliable). We should be taking measures to encourage commerce, not discouraging it. Also, how much does it cost to	. 1	1	1									1 '		
	run a car park? What are the overheads? Why don't you make it clear to people exactly what the costs are for running a car park? - I haven't seen that	. 1	1	1									1 '		
	anywhere.	$\rightarrow$		<del></del>	$\vdash$		+		-+				<u> </u>		
resident	I think you are missing an opportunity by introducing charges where parking is free. To charge for parking in an area where there is a long walk into Saffron	. 1	1	SW						1	1		1 '		Introduce a resident card for
	Walden discourages visitors to our Town. Technology has moved a long way since your 2015 charge days. If Stansted Airport can introduce a resident		1	1									1 '		cheaper parking
	permit then so can Uttlesford. If you increase charges (especially season tickets), even more people will park on our streets (and pavements). Why not introduce a resident permit which we can all apply for. It will allow residents a period (maybe 2 hours) of parking for (say) £1.00 I am thinking particularly		1	1									1 '		
	introduce a resident permit which we can all apply for. It will allow residents a period (maybe 2 nours) of parking for (say) £1.00 i am thinking particularly of all the ridiculous new housing estates being built around the Town, some of which will entail residents walking nearly half a mile just to shop. Most will,	. 1	1	1									1 '		
	or all the rigiduous new nousing estates being built around the rown, some or which will entail residents walking nearly hair a mile just to snop. Most will, no doubt just drive to one of the supermarkets where parking is free. This means the centre of Town will be starved of business as there will be nowhere to		1	1									1 '		
	no doubt just drive to one of the supermarkets where parking is free. This means the centre of Lown will be starved of business as there will be nowhere to park without paying. As a resident, my wife & I walk everywhere and we have noticed a significant drop in people walking around the Town during	. 1	1	1									1 '		
	I park visious paying, as a resident, my whe as walk everywhere and we have noticed a significant drop in people walking around the fown during			1	1		1	1	1				1 '	1	1
	weekdays. For more serious shopping we always use the Park & Ride into Cambridge, again parking outside the City is free. Without such a facility in	1						l l							
	weekdays. For more serious shopping we always use the Park & Ride into Cambridge-again parking outside the City is free. Without such a facility in Saffron Walden (free parking away from the Town) people just will not bother to visit.														

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resident	As an elderly resident in Saffron Walden I shall think twice about driving into town to shop, visit the library, chemist, or meet friends in a cafe for a coffee &	( '	1	SW											
	natter, due to the proposed hike in parking charges. I'm sure there are others like me who feel the same. Luckily I live within walking distance of Tesco	( '													
	Express so I can shop there for essentials not too heavy to carry home in a shopping bag.	$\vdash$							_						
resident	Not in favour of the proposals. Impacting local businesses, which, at this time, need supporting. To put up the charge for Swan Meadows by £200 per year	1		SW	1	1						1			London Rd should be chargeable
	would be far too much normally, but at this time it seems incomprehensible. Do the council workers pay for their car parking during the week at the	( '													all week
	Council Offices?	$\vdash$													
resident./business	These changes and price increases will not encourage people to come and visit Saffron Walden or spend money in the local community. It will also push	1		SW	1		1								
	people to park in residential streets meaning residents themselves will be struggling to park. Charging for parking on a Sunday is pure greed. It has taken	( '													
	time for more shops to start opening up on Sundays and Saffron Walden was becoming more vibrant because of that. By charging for parking you are	( '													
	going to kill it off completely.														
resident	1) The 30 minute parking is essential for those who want to pop into a shop for just a few minutes. Removing this option would discourage them from	( '		SW	1			1		1		1			
	doing so, impacting local business. 2) Without 30 minute tariff option, people may be tempted to park on the curbside, or other undesirable location,	( '													
	since they will "only be a minute"! 3) The 30 minute parking option is an incentive to park for a short period only, helping make the best use of the available	( '													
	spaces. 4) Removing the cash option for parking would disadvantage many of those on low-incomes or elderly who may not have access to technology or	( '													
	find using it challenging. Everyone understands "coin in the slot", its easy. If you have the coins, put them in, so you can't overspend. 5) Free parking at the	( '													
	council offices (at weekends) encourages people to "park and walk" that's exactly what you should be doing. It reduces pressure on the more central	( '													
	parking for those who need it, and is healthier for those who can walk. 6) If MiPermit would cost more, the council shouldn't use it (or perhaps offer a	1													
	lower parking rate for cash if it costs less!) 1) Increasing charges so significantly would encourage people to find alternative, free non-designated parking	1													
	such as residential estates near the town centre, creating problems for residents. 2) Increased charges would discourage people from shopping in town.	( '													
	3) Increased charges would be even worse for those who only need a very short stay, since the minimum parking would jump from 50p (1/2hr) to the new	( '													
	proposed minimum 1 hour of														
other	This is a joint response by members of Churches Together in Saffron Walden, an umbrella group of most of the churches in the town.	'		SW	1		1								Response from local churches -
		( '													no transport on a Sunday so no
	Parking charge increases to cover inflationary rises in costs are entirely reasonable, but these need to be proportionate - that is to say that they would be	( '													option but to drive
	expected to closely follow the overall UK rate of inflation. They also should be fair, and not be used to raise extra revenue by stealth, without good reason.	1													
	(An example might be to promote, or ring fence funds for, sustainable transport. Unfortunately this cannot happen as this is provided by ECC.) It is true	( '													
	that the prices have not risen for nine years but any increase needs to reflect costs over that time. 3% p. a. (an estimate) equates to about 30% over that	( '													
	time, yet some of the increases are double this amount.	( '													
	· · · · · · · · · · · · · · · · · · ·	( '													
	Parking charges have to reflect local demand, and not simply be benchmarked against other towns. Saffron Walden is a market town set within a largely	( '													
	rural community. Public transport, with the exception of a few nearby villages, is non-existent. Even Cambridge, a major economic centre, is very poorly														
	served. Until this is improved - as it must be, to achieve net zero obligations - people will have to drive into town.														
	Served. Only this is improved - as it must be, to achieve her zero obligations - people with have to drive into town.														
╛	Churches Together is particularly concerned about the introduction of parking charges on Sundays. On this day, hardly any of the bus services operate														
ז	(the 132 to Cambridge being the possible only exception). The parish of St Mary's includes the villages of Seward's End and Little Walden, so a number of														
	the congregation will have to drive from outside Saffron Walden. Of those living in town, quite a few are elderly and/or less able bodied and not confident														
)	or comfortable walking, especially in the colder weather. Most of the churches have little parking to speak of, and what they do have might be reserved for														
5	ministers, some of whom also live outside town.														
'															
	The introduction of parking charges on Sundays will impact all our congregations, adding unnecessary extra costs. It could also affect visitors to the town														
1	as a whole. With many out of town shopping centres (including that at Knight Park) offering free parking, charging for town centre parking has the potential	1													
Š	to deter visitors. On Sundays, particularly during winter, footfall in the town is low and the businesses that do open need all the help they can get.	1													
							_								
resident	Rather than attracting visitors, shoppers and tourists to Saffron Walden, an increase (in this case a considerable increase) to the car parking charge will		1	SW											
	deter them. By comparison Ely, which has had free car parking at all its main car parks for many years, continues to attract large numbers of shoppers,														
	visitors and tourists; it is a thriving delightful town, which, I feel sure, is exactly what we all wish for Saffron Walden. An increase in car parking charges														
	would mean empty streets, empty shops and ultimately decline and decay. I would urge that existing parking charges remain the same - or are even														
	reduced. In the current climate of big increases in our costs of living, it seems grossly unfair to further penalise those who have to work in Saffron Walden,	( '		1		1									
	by dramatically increasing the cost of car parking. In the aftermath of the recent sad problems with kerbside rubbish collections, I suggest that a reversal	1		1		1									
	of these proposed increases to car parking charges could go a long way towards restoring faith and trust in UDC by the residents and tax payers of Saffron	( '				1									
	Walden and surrounding villages. IT WOULD BE A VERY GOOD THING!!	<u>'</u>													
resident	Fairycroft and Catons Lane car parks are used by parents when dropping children at schools and clubs. The parking arrangements should remain as they	( '		SW				1			1				School parent - Fairycroft and
	are currently at least for school drop off and collection times otherwise the already overloaded street parking will become worse. A minimum of 30	( '													Catons Lane
	minutes at Fairycroft car park is essential for this.	'													
resident	The removal of 30 minute stay provisions is a mistake. My wife and I plan our shopping visits and would not be persuaded to remain in the town (Saffron	( 7		SW				1							
	Walden) any longer just to use up parking time. Conversely such visitors who are strange enough to do that would be pointlessly depriving others of a	( '													
	parking space. Very often our visits are containable within 30 minutes and being required to pay for more is unreasonable. I could not find any provisions	( '													
	to prevent and penalise those who park on footpaths and pavements. This is a problem that will become even worse as a result of these provisions, to the	( '		1		1									
	inconvenience and danger of pedestrians who are forced to leave the footpaths and walk on the road by inconsiderate drivers. I do not object to parking	( '													
	fee rates being raised to allow for inflation.	( '													
resdient	Terrible idea. Will reduce the amount of revenue coming into the town as people won't pay that much to park. They will go to other towns with parking.			SW	1			1							School parent
	There are already lots of empty shops in saffron Walden don't make it worse by discouraging people to shop here Children come to school here from out	( '		1		1									· ·
	of town and their parents need a 30 minute car parking slot twice a day. Removing that will force parents to pay more for something that is essential when	( '													
	there is always a cost of living crisis Please think about this sensibly and don't destroy our town	( '													
resident	I am against the charges. Increasing the parking charges is the council putting it's interests above that of the community and towns. We need to		1	SW											
1	encourage people and businesses to our town centres to stop them from dying and it would be better to reduce or remove charges as done by Ely (making	( '	-	1		1									
	us regular visitors there) and another example is Hexham. I am a saffron Walden resident and a council taxpayer so understand that funds need to be	( '		1		1									
	raised for services, and accept that the alternative is to raise the local tax charges, but car parking is not the right way to fund council services and is likely	( '		1		1									
	to be counterproductive in the medium term.	( '													
	to be counterproductive in the inculant term.		I .	1	1	1	_								1

		Removal of the 30 minute parking seems questionable. Rather than dropping by to/from work to do a very quick shop, or to drop off/collect children, this												
		move would penalise those unfairly who only wish to park for a short period. I imagine the result would be drivers parking inappropriately in other areas.												
		From the material provided, UDC seem to be going directly against their own argument when they state: "Tariffs are a powerful tool for managing finite												
		parking resourcesto encourage higher turnover of parking spaces". Surely the 30-minute slot supports just such a case?												
		Removing the free parking:												
		Council Offices - since those who are willing to walk down into town (and back up the hill with shopping!) are helping free up the centre, so charging would												
Page 77		be an odd decision. Introducing fees here, drivers are more likely to continue into town where parking at the Common or Fairycroft is more convenient for												
		the shops. This would then increase traffic levels and add to pollution in the centre. Are we not supposed to be encouraging people to walk more?												
		Catons Lane – this is another example where charging makes no sense. Access is difficult and limited, and manoeuvring in and out of the spaces difficult.												
		Fees here would mean people choosing to drive further into town.												
		Whilst parking fees may generate funds, perhaps free parking could be better in other ways: helping generate additional or increased trade, keeping the												
		centre vibrant and interesting (there's nothing worse than a town with empty shops), and encouraging, rather than deterring, visitors.												
		A removal of machines would mean no administration for coin collections, no MiPermit fees, or credit cards machines to be maintained.												
		Those without smart phones wouldn't be penalised for being without the latest technology (particularly the elderly, or those on a low income), and those												
		who prefer to manage their financial affairs using cash, allowed to maintain control over how they run their personal finances.												
		Introducing well-above inflation parking charges when many people are 'feeling the pinch' seems a retrograde step. I am not sure how it encourages												
		people to enjoy and shop in our lovely town.												
ŀ	resident	I am not clear what this covers. However I assume it relates to changes to the periods when charges apply and to MiPermit, and to cashless payments			SW	1	1		1					
	conduit	only Accordingly 1. The car parks are not busy at 5pm nor on Sundays so I see no valid reasons to charge after 5pm or on Sundays 2. Asking users to pay			""	*	*		1					
		the MiPermit charge seems reasonable 3. Payments online is not possible for everyone, and even for those with a smartphone there are times when the												
res		phone doesn't work eg it has run out of charge. 1. No reason to extend charges from 5-6pm or to Sundays/Bank holidays 2. Inflation does not justify the												
		enormous proposed percentage increase in tariffs, particularly if the council is persisting in cutting out the human element in parking management ie no												
		cash												
İ	resident	I have examined the proposed changes and with a particular focus on Saffron Walden I fear they will be damaging to the town.			SW		1	1	1	1				
		Do we really want Saffron Walden and other Uttlesford centres the go the way of so many other towns which all too commonly show neglect, decay and												
		are visibly depressing, making them so uninviting? High Street businesses need support to encourage footfall which in turn helps create a vibrant,												
		welcoming atmosphere. Walden is so fortunate to have a good proportion of independent establishments but it can be seen slipping away.												
U		The proposals take away any factors of convenience for someone wishing to pop in for a quick errand by taking away the 30 mins tariff, extending the												
_Ø∣		charging period to 6.00 pm and by penalising the use of MiPermit.												
$\overline{C}$		So where previously I wouldn't have thought the parking charge was prohibitive for making a quick collection and pay 50p for a few minutes parking, under												
۳		the proposals I will be faced with a charge of £1.30 inclusive of a MiPermit convenience fee, an increase of 160% from the current rate, or an increase of												
(D)		£1.30 between the hours of 5 and 6.00 pm. I would likely be persuaded to avoid Saffron Walden.												
_		For those wishing to stay all day, Swan Meadow rises by 37% from £3.50 to £4.80 inclusive of convenience fee.												
$\neg$		Sunday parking in car parks should be free of charge, let's encourage weekend visitors not drive away tourists.												
i		I feel we have been encouraged to go cashless at car parks and now we get penalised having got used to the App.												
7	resident	I am against the proposed huge rises in parking charges in Saffron Walden which will badly affect the footfall in the town and cause businesses to		1	SW									
ŀ	resident	I am a single woman in my 70s with limited mobility. I can travel with SW by car but cannot walk any distance. I park in town several times a week for short			sw	1	1	1						
	esident	periods for shopping and other errands such library I only need 30 or 60 mins for this but short term parking is withdrawn!! I might visit for a longer period			J SW	1	1	*						
		or extend my parking if I meet a friend but the cost of this has gone up such a noticeable amount! I fear becoming isolated and unable to enjoy the buzz												
resi		and facilities that a market town offers- it's why I moved here 10 years ago. The 316 bus runs hourly near my house but the last 2 times I tried that it just												
		didn't turn up. And charging for parking on Sundays is just ridiculous- the town is beginning to open again and this will just shut it down. Parking here												
		might be cheaper than in bigger towns where tourists might come for the day but for those of us who need to park regularly it's going to become a real												
		deterrent												
ı	resident	Re the proposed car park tarrif increases. I would like to ask you to reconsider the propsed large increase to the current tarrifs.		1	SW									
		I do believe our shopkeepers and motorists have suffered enough and this increase will hit them hard. Please reconsider.												
[	resident	Well you can try, but probably you'll lose customers & they'll clog up the side roads instead or not bother to come into townNot a good idea at least not		1	SW									
		at the moment. Get the roads mended & then people might feel inclined to fork out yet more money rather than having to replace tyres, wheels or even												
re		new. suspension.												
		And get the bins emptied. Consider priorities before stinging the public for more cash.												
	resident	Crafton Green Car Park is affected by these proposals. This car park is owned by the parish council, however the parish council and the business forum			SM	1				1			1	
Ī		were not consulted on these proposals. This car park is used by people working in Stansted, living in Stansted who have nowhere to park, Touchpoint, a												
		volunteer group serving much of this part of Uttlesford, etc. It is also used by those avoiding the expensive costs of airport parking. Any change will have a			1									
		wider impact on the community with more on street parking; this will require more resources to manage, and there are already major problems with fly			1									
		parking, and illegal parking on Cambridge Road. We have pavement parking, parking in loading bays, the bus stop bay and parking in side streets (which			1									
		you, the District Council, do not enforcement from UDC). You do not have the right to make any changes without discussion and agreeing these changes			1									
		with the owner of the car park - Stansted Mountfitchet Parish Council. You propose to add the admin fee for the MiPermit app. This is, in my opinion, a			1									
		disgraceful decision. If you have introduced this method of payment, you should pay for the admin. I would remind you that this is not YOUR car park. All			1									
		day parking in Stansted's car parks reduces the on street parking issues. Unless you are prepared to resource parking monitoring, you seriously need to rethink this policy			1									
ŀ	resident	Fetnink this poucy			SM			$\vdash$			<del>                                     </del>		1	Crafton Green - incentive for short
	caideiri	absolutely packed with cars parked up visiting the chip shop or Tescos when there is this perfectly good car park behind it. We should try to encourage			J**								*	term parking. Congestion on
		people to park here to go to the shop or pick up a take away - not line the main road. If you were to visit the main road at 5/6pm you'd be surprised there			1									Cambridge Rd
		hasn't been a serious accident along here with the amount of cars pulling in and out here.			1									- Cambridge Nu

resident

confirmation of receipt. Thank you.

I have been unable to feedback on the proposed parking charges via the online consultation form, so my views are given below. I would be grateful for

Removal of the 30 minute parking seems questionable. Rather than dropping by to/from work to do a very quick shop, or to drop off/collect children, this

change does not need to be made. As someone who works at the Co op food store in Stansted Mountflitchet the council car park right next to it is the only available parking, we already have to pay to park for the whole time we are at work so increasing this will mean we lose more money will trying to earn it.

1.,	Sident	Tall in lavour of a time unit on parking at charton oreen car park in charton can bark in charton get to ad which we are		31.1							- ·		
		encouraged to use in preference to parking in the main road. I had a hair appointment this week and could not park in it at 1.15pm so had to go down to											
		the one by the Co-op and walk back up Chapel Hill. Not impressed! As long as there is a minimal increase, especially for the shortest stays, then after 8											
		years an increase is warranted											
v	olunteer	Ivolunteer at Touchpoint community cafe in the day centre in Stansted Mountfitchet from 10.30am until 5.00pm every Thursday, I pay to park in Crafton		SM							1		Touchpoint volunteer
- 1		Green car park for the whole day. If you limit the parking to 3hrs only just to free up parking spaces you will be preventing me from being able to give my									-		
		whole day to Touchpoint which will affect the charity and my life greatly. This is so unfail!!!!!! don't mind paying a little bit more but if you are reducing the											
		hours people can park there then I am being penalised financially and it will affect my life greatly.											
-	esident	Very disappointing to see the proposal to charge on a Sunday. Many of us attend the afternoon films put on by Touchpoint and that will be a blow to		SM		1	<del>                                     </del>				-		
116	esident			SMI.		1							
		people that drive there. This will have a big impact on attendances. If this is a council decision then shame on those involved. Okay it's only £1 but											
Ŀ		everything is going up and money is tight.											
R	esident	Currently some residents of Silver Street, Stansted use the Crafton Green car park due to the lack of any other legal parking provision for residents of		SM							1		
		Silver Street who do not have a driveway (which includes most properties from no 50 to 60 on both sides of the road. Currently it is unclear whether these											
		residents would still be able to access a season or residents ticket under the current proposals. If these services are removed, these residents will no											
L		longer have a legal place to park within reasonable distance of their homes.											
R	esident	My main concern is reducing the number of hours that you can park in Crafton Green car park. Some households in Silver Street have no parking and use		SM							1		
		Crafton Green car park as it is the closest car park. Lower Street car park is too far to have a parking space and the roads nearby are often full of cars.											
		Businesses like the offices nearby and Linden House will also have staff and visitors who use Crafton Green to park in. Their businesses may be affected											
		if there is a limit of 3 hours parking. Understandably parking charges will need to be raised at some point with other prices like wages for checking tickets											1
		etc going up											
R	esident	I feel it is absolutely outrageous that you want to pass on costs such as usage of MyPermit to the consumer as well as increase the parking tariffs - there		SM	1				1				Lower Street safety issue with
		are many people that live in villages that are very poorly serviced by bus companies therefor giving local people no option than to drive. Local business											skate park
		rely heaving on both local and semi-local customers, all you are doing is discouraging people - you are not giving anything whatsoever back to the											
		community Lower street carpark - especially the longer stay bays at the far end, is intimidating in the evening and not particularly safe given the level of											
		drug dealing in and around the Skatepark - I suggest you deal with that first!											
re	esident	The extension of the time charge to 6.00 seems unnecessary and will hit those who may need to go to surgery or do shopping when it is not too late as they		SM		1		1					
- [``	Joident	are less able to wait till later. The surgery spaces are often full so patients are often having to park in Lower Street Car Park to attend the surgery after 5.00		0		-		-					
		To charge £1 on Bank Holidays and Sundays is really unreasonable and will deter people from either doing their Sunday shop or grabbing the Sunday											
		papers when someone may be in and out in less than 5 mins. At a time when many of us are struggling, this will really have an impact and may, do the											
		opposite of what Uttlesford want- deter shoppers from using our cares and shops on a Sunday											
-	esident	I am shocked to hear of proposed changes parking in Stansted Mountfitchet. Firstly a day tariff for Sundays is grossly unfair. Most people use the lower		SM	1	1					_		Lower Street confusing
l R	esidelit	street car park to simply pop in to the shops - co-op or in the village for less than one hour so to charge for a whole day is extortionate. This will simply		SMI.	1	1							Lower Street confusing
													1
J		result in people either not paying or not going to the shops. The village has a lot of elderly people who may not be able to get to the shops without a car. The											
$\sim$		lower street car park is very confusing as it is and it will simply not be used which means that people will park in unsafe places or take residents spaces											
∟ ر		instead. Awful idea.									 <del></del>	-	
)  re	esident	These comments are specifically related to the Crafton Green Car Park in Stansted Mountfitchet, in particular the proposed maximum stay of 3 hours. The		SM							1		
) 2 0		proposed change to put a maximum stay limit on to this car park will create significant problems for the local area. There are a lot of local businesses in											
7		the surrounding area where an individual may intend to spend more than 3 hours, with the possibility of people not being able to park nearby they may											
		take their business elsewhere. This then leaves Lower Street as an option for parking however anybody with mobility issues in going to significantly											
J		struggle accessing the businesses on Cambridge road as the car park is so far away and also involves a significant walk up Chapel Hill. I am also aware											
Ó		that The Linden signposts their guests to park in the Crafton Green Car Park as they do not have parking facilities on site, where are their guests going to											
~		park? Especially considering they have guest rooms so people are staying well over 3 hours there. Have they even been consulted on this? There is already											
		a well known issue surrounding anti social/illegal parking within the village and these proposed changes will exacerbate the situation as people have less											
		options on where to park for over 3 hours and therefore may turn to streets that are not designed for parking etc. There are a large number of houses in the											
		vicinity of the car park that only have 1 car parking space, has there been any consideration for where their guests are going to park? Again, surely this will											
		increase the amount of anti social/illegal parking in the local area. Could there be exploration of a permit system for Crafton Green similar to Lower Street											
		Car Park?											
r.	esident	I would support a 30 minute free period in Crafton Green car park, together with strict enforcement of the parking restrictions on Cambridge Road. This		SM				-					30 mins free in Crafton Green
	Jonatell	would allow people to nip into Tesco, Dorringtons, etc without parking dangerously on Cambridge Road.		31.1									with stricted enforcement in
		would allow people to hip into resco, Dorningtons, etc without parking dangerously on Cambridge Road.	1				1			[	- 1		with stricted enforcement iff

l am in favour of a time limit on parking at Crafton Green car park in Stansted. It is the car park serving the shops on Cambridge Road which we are

resident

resident													
	Does the District Council have the ability to manage any affairs effectively? The debacle of the revoked licence for domestic waste collection seems to			SM	1	1				l	1 1	, ,	
	support this question being posed. The cavalier attitude to financial control has put it in the position of owing over £300M, being the 9th highest authority				1 -	_				l	1 - 1	, ,	
										l		, ,	
	in terms of debt. The challenge for Uttlesford is to recognise the diversity of character between the three major centres Saffron Walden, Great Dunmow									l		, ,	
	and Stansted Mountfitchet. A justifiable criticism could be levelled upon UDC that it has failed is this regard and allowed its focus to be diverted											, ,	
	elsewhere without maintaining an all-round perspective on the needs of the residents of Uttlesford as a whole. The Great Chesterford Science Park, its											, ,	
	conception, although a wise decision taken by a former administration, has become a millstone of liability. Whilst accepting the need to increase revenue											, ,	
												, ,	
	by upping car parking charges, one wonders whether a full in-depth overview has been taken in the forming of these proposals. For Saffron Walden and											, ,	
	Great Dunmow, some justification can be recognised. However, when applied to Stansted Mountfitchet, there are serious concerns which need to be											, ,	
	aired. Stansted Mountfitchet, although referred to as a 'town', retains the distinct rural character of a 'village'. Because of the local topography of the											, ,	
	immediate area, it has two separate retail centres, one which could be principally termed 'Passing Trade', on the B1383 Cambridge Road, which contains											, ,	
	fast-food outlets and a small 'Express' supermarket with two petrol outlets offering similar goods. Up until 2020, Crafton Green, was more regarded as an											, ,	
												, ,	
	overflow' car park for Cambridge Road businesses and for a 'Day Centre', offering a meeting place for local clubs and discounted meals for the elderly,											, ,	
	one morning a week. Crafton Green House, once the home of the Parish Council and NHS services, had become disused. The building of new council											, ,	
	offices, community Library and the formation of Touchpoint has now transformed this area into a thriving community centre, offering all kinds of support											, ,	
	to those in need, not only in Stansted but also the surrounding area. The other, in Lower Street, is more of a community social hub, containing eateries and											, ,	
	a selection of pubs and service businesses. The most important business here is 'The Castle', attracting similar numbers to those visiting Audley End											, ,	
	House. Further to these is the establishment of a Health Centre for the village and surrounding communities, a Dispensing Pharmacy, (the licence											, ,	
												, ,	
	opposed by UDC), and a supermarket 'Add Value' to this community. The problem with the Lower Street car park is that it has become a 'Cash Cow',											, ,	
	concentrating on Long-stay, with a heavy bias for commuter custom. The lack of foresight and control by UDC, during the building of Castle Maltings has											, ,	
	resulted in a car park unfit for the purposes of the community's short-stay or long-stay requirements and allowing the Castle business to add its own car											, ,	
	parking areas. For many years UDC have raised the issue of improving parking arrangements in this car park without any meaningful proposals. It seems											, ,	
	there is no will to improve matters as a result of the self-inflicted financial mess UDC has placed itself in. Successive administrations have ignored the											, ,	
												, ,	
	potential benefits of applying CIL charges on new development, thus denying the opportunity to form a fund for capital works to benefit Uttlesford				1							, ,	
	communities. The lack of mentioning CIL in its 'lack of Substance' draft Local Plan, shows a continuing absence of foresight. The application of CIL could				1							, ,	
	have provided the capital for building a second level car parking area and provided income to improve the facilities in other car parks. Stansted				1							, ,	
	Mountflitchet has only two car parks. Crafton Green car park is Parish Council owned but operated under licence by UDC. The proposal that the 30-minute				1							, ,	
			1	1							1		
	period charge should be doubled, fails to take into consideration the change in status of this area, thanks to the activities brought about by Touchpoint,				1							, ,	
	which has transformed it into a true community hub for the village and the surrounding communities. The Parish Council has in the past requested a free											, ,	
	Refer to letter 2			SM	1	1	1				1		
	Refer to letter 3			SM	1	1	1 -						
Business	I am a business owner occupying Western House in Stansted Mountfitchet. Currently 15 of my 20 staff use an annual permit pass to park at			SM	-	1					1		
business	Crafton Green Car Park. This is a vital facility for our staff and the removal of day parking at this car park will have a very detrimental impact on			5M							1 1	, ,	
	my staff's well being and will harm our employer employee relations. Many of my staff travel 45 to 60 minutes to come to work and the current											, ,	
	car parking arrangement is very satisfactory and is recognised by my staff as a valuable and attractive feature of working at KMD. To remove this											, ,	
	facility will have a material impact on our business. Most of my staff use the local shops to meet their personal needs at lunchtime and additional											, ,	
	family shopping. 15 staff at 5 days per week is 75 potential interactions with local businesses on the high street. I am not in favour of a 3 hour											, ,	
7	time cap at the Crafton Car Park and request annual permits for employees of local businesses are retained. Requiring my staff to park at lower											, ,	
<i>_</i>	street behind the Coop will add an additional 20 minutes to their commute time which is enough for some staff to question the attraction of											, ,	
)	working at KMD. Now I am aware of this potential change in parking arrangements i am genuinely worried about staff retention. As a local person											, ,	
<b>'</b>	trying to grow a business in my local area ( I am an Uttlesford resident) I do not want to be thinking about the possibility of having to move											, ,	
	location as Parking, is for many employees, a number 1 priority when considering where they choose to work. Please do take my concerns and I											, ,	
	suspect those of other local business owners into consideration and the direct negative impact these changes would have on our businesses.											, ,	
· -													
Business	The actual hourly rate of car parking I don't really have a problem with. However long stay and over night is and will be a problem and have a massive impact on the linden. I think it was this council that decided it was not viable to have parking at the linden therefore having to park at			SM							1	, ,	
J	inassive impact on the linder. I mink it was office during the decided it was not visible to have parking at the indeed released raying to park at crafton green. The impact on the linder would be massive and an unavoidable rethink into it's future as the nearest car park is lower street											, ,	
<u> </u>	dution green. The impact of the index would be indexed and an unitariously retained in the restrict car park is force success.											, ,	
resident	100% increase in parking charges is appalling. You are determined to destroy Dunmow High Street and local shops. Charging for Sunday parking is			GD	1		1		1				30 mins free parking
resident	equally appalling. Anyone who runs out of a couple of things will nip to the Coop in town. Why will they pay £1 to do that when they can park in the local			""	1 -		1 *		-			, ,	oo minis nee panang
												, ,	
	Tesco for free ? There should be free parking on Sundays and during the week half hour free parking should be reinstated. This will encourage people to											, ,	
	use local shops. Added to these charges is a transaction fee for the privilege of paying to park. This discriminates against people who only use their	,			1								1
	Laboratoria de la Companya de la Maria de Companya de	1								<b>I</b>		'	
	phones for banking services. If Uttlesford managed money better this appalling increase would not be needed.	· .										' I	
resident			1	GD									
resident	I use Angel Lane car park when I go to the doctors, I dont know how long I will be in there as although I have an appointment they are never on time,		1	GD									
resident	I use Angel Lane car park when I go to the doctors, I dont know how long I will be in there as although I have an appointment they are never on time, therefore I have to pay for a long stay. In increasing the car parking charge here I will not be able to attend a doctors appointment as I am on Universal		1	GD									
resident	I use Angel Lane car park when I go to the doctors, I don't know how long I will be in there as although I have an appointment they are never on time, therefore have to pay for a long stay, in increasing the car parking charge here I will not be able to attend a doctors appointment as I am on Universal Credit and have limited funds to pay for the car park. Also, because of where the council has housed me I need a car get anywhere as there are no bus		1	GD									
resident	I use Angel Lane car park when I go to the doctors, I don't know how long I will be in there as although I have an appointment they are never on time, therefore I have to pay for a long stay. In increasing the car parking charge here I will not be able to attend a doctors appointment as I am on Universal Credit and have limited funds to pay for the car park. Also, because of where the council has housed me I need a cybe anywhere as there are no bus service (Leaden Roding) I was not given an option of where live it was take the flat or nothing. So to put it bluntly YOU are making people stay at home,		1	GD									
resident	I use Angel Lane car park when I go to the doctors, I dont know how long I will be in there as although I have an appointment they are never on time, therefore I have to pay for a long stay. In increasing the car parking charge here I will not be able to attend a doctors appointment as I am on Universal Credit and have limited funds to pay for the car park. Also, because of where the council has housed me I need a car to get anywhere as there are no bus service (Leaden Roding) I was not given an option of where live it was take the flat or nothing. So to put it bluntly YOU are making people stay at home, YOU are making sure that they cannot attend a doctors appointment or dentist, YOU who are telling people that they are not allowed to go to the shops,		1	GD									
resident	I use Angel Lane car park when I go to the doctors, I don't know how long I will be in there as although I have an appointment they are never on time, therefore I have to pay for a long stay. In increasing the car parking charge here I will not be able to attend a doctors appointment as I am on Universal Credit and have limited funds to pay for the car park. Also, because of where the council has housed me I need a cybe anywhere as there are no bus service (Leaden Roding) I was not given an option of where live it was take the flat or nothing. So to put it bluntly YOU are making people stay at home,		1	GD									
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Resident	I use Angel Lane car park when I go to the doctors, I don't know how long I will be in there as a atthough I have an appointment they are never on time, therefore I have to pay for a long stay, in increasing the car parking charge here I will not be able to attend a doctors appointment as I am on Universal Credit and have limited funds to pay for the car park. Also, because of where the council has housed me I need a car get anywhere as there are no bus service (Leaden Roding) I was not given an option of where live it was take the flat or nothing. So to put it bluntly YOU are making people stay at home, YOU are making sure that they cannot attend a doctors appointment or denists, YOU who are reling people that have pare not allowed to go to the shopps, and its YOU who are making sure that they cannot attend a doctors appointment or denists, YOU who are timing people that have a real not allowed to go to the shopps, and its YOU who are making such as the car park as a more and a construction of the payment machines are difficult enough to operate and in some cases you have to down load the car park ap in order to pay. I have news for you NOT everyone has a smart phone, also as in the case of the car park by the CO-OP Great Dumnow the car park company wants money before you can actually down load the app.  It is so dissappinting to read that the parking charges are proposed to increase in Dumnow.  If charges are increased to the levels proposed, sadyl it will immediately impact negatively on the retailers.  Not Tesco's of course!  Only those high street retailers who cannot afford to loose trade.  It will drive people away.  I appreciate inflation calls for an increase maybe, but not 100%!!  30 mins is the most important charge period in my opinion, so should only have a nominal increase followed by the 1 hr period.  It is quite reasonable to have a higher increase for 2hr +, but please do not increase excessively the shorter periods, as it will certainly drive out the retailers and kill GD Jumnow! High Street s		1	GD	1			1					Dunmow High Street dangerous in evening with parking
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Resident	I use Angel Lane car park when I go to the doctors, I don't know how long I will be in there as a atthough I have an appointment they are never on time, therefore I have to pay for a long stay, In increasing the car parking charge here I will not be able to attend a doctors appointment as I am on Universal Credit and have limited funds to pay for the car park. Also, because of where the council has housed me I need a cred at anywhere as there are no bus service (Leaden Roding) I was not given an option of where live it was take the flat or nothing. So to put it bluntly YOU are making people stay at home, YOU are making sure that they cannot attend a doctors appointment or dentist, YOU who are telling people that they are not allowed to go to the shops, and its YOU who are making sure that they cannot attend a doctors appointment or dentist, YOU who are telling people that they are not allowed to go to the shops, and its YOU who are making such as the car park app in order to pay. I have never story out NOT everyone has a samet phone, also as in the case increases? Should you not think about setting a president and not put the car parks up? Some of the payment machines are difficult enough to operate and in some cases you have to down load the car park app in order to pay. I have never story out OT everyone has a samet phone, also as in the case of the car park by the CO-OP Great Dumnow the car park company wants money before you can actually down load the app.  It is so dissapointing to read that the parking charges are proposed to increase in Dumnow.  If charges are increased to the levels proposed, addy it will immediately impact negatively on the retailers.  Not Tesco's of course!  Only those high street retailers who cannot afford to loose trade.  It will drive people away.  I appreciate inflation calls for an increase maybe, but not 100%!!  30 mins is the most important charge period in my opinion, so should only have a nominal increase followed by the 1 hr period.  It is quite reasonable to have a higher		1	GD	1			1					

				_				_						I
resident	Great Dunmow The High Street is dying. The changes will do nothing to help. 30 minutes - I never use. Medical appointment needs an hour 2 hours stay		GD	1		1		1						illegal and dangerous parking
	required for shopping and coffee. Sunday must remain free. I call in to the Co-op for a few "bits". If I have to pay I will go to Tesco. There is no problem with													especially at the traffic lights White Hart Way
	finding a space in the Chequers car park. Why is only one pay machine working. I can't remember the last time the other one was working. Extending													Willte Halt Way
	charging period from 5 to 6. Are we to see wardens bothering to drive to Dunmow at that tiem of night? More important than tweaking the car park charges													
	is checking illegal and dangerous parking especially at the traffic lights at White Hart Way.													
resident	The independent review in 2022 suggested a change in Great Dunmow for 40p to 60p for 30mins and similar percentage increase for longer times. The		GD	1										Keep to recommended tariff in
resident	2023 suggestion is to double the 40p to 80p and for 1hr it double to £1.20. I support the 2022 review suggestion as this seems reasonable. The 2023		05	1 1										review
														review
	council suggestion (100% increases) is far too much and will likely drive people out of the town shopping, impacting local businesses. For a small town as													
	Great Dunmow, being charged 80p for 30mins when you may only use 10p is terrible. People should be encouraged to shop local not driven to													
	supermarkets and other outer areas that don't charge													
resident	Firstly I agree that charges should be increased in line with inflation to ensure the facility is self funded. But I do not agree with increasing charges by, in		GD	1		1								
	most cases, 100%. I think this is too big an increase and should be scaled back to nearer 30-40%. The proposed increase I believe will encourage more													
	drivers to look for on-street parking and cause more congestion in our town. Secondly, I think the proposed £1 fixed charge for Sunday parking is in-													
	acceptable. The White Street car park in Dunmow is sparsely used on Sundays and this charge will ensure the car park will be virtually empty on Sundays.													
	As most premises are closed on Sundays the car park is used for short stays to visit 1 premise, for example the Coop store. A £1 charge would probably													
	encourage shoppers to visit Tesco instead where parking is free. Maybe you could consider a 15-30 minute free period before charges are incurred which													
	would take care of the short visits which most people would be very unhappy to have to pay £1 for. I am also assuming the Sunday charges would mean													
	the presence of a warden which would incur additional charges for the Council.													
			0.0	-				-			 			-
resident	The carparks are there to serve the public and the local area. They do not primarily exist to raise income for the council, I would bet the percentage of		GD	1		1		1						
	income they raise is miniscule. They should be maintained for the income they help indirectly generate to local areas through shopping and visitors. Our													
	highstreets and the local retailers need all the help they can get. I am commenting with the carparks in Dunmow in mind. I would welcome certain													
	changes and oppose others. Sunday and bank holiday charges are not welcome at all. The actual income they would generate as opposed to the		1											
	inconvenience they would cause seems pointless. I have hired local community centers for parties and celebrations in the past. Would I do so again if		1											
	everyone had to worry about their parking? Probably not, I'll go elsewhere. Why start charging for the period 1700-1800hrs. Most shops are closed at this		1											
	time, so why change it? To do so just to make the chargeable periods the same as other areas is a very poor reason. Why not make the first 30 minutes													
	free? This would encourage people to use the local amenities for small trips and not to abandon our highstreets in favour of the larger retail parks, who													
	generally offer free parking for much longer periods.													
resident	Senerably often nee parking for making who makes a constraint of the proposal to removed permit holders will increase the amount of on-street parking.  On changes to Dummow car parking changes (libary carpark). The proposal to removed permit holders will increase the amount of on-street parking.		GD	1		1							1	
resident	which will make visibility harder (for pedestrian and vehicles) increasing the risk of accidents - especially in this area due to the . While I appreciate you		65	1		1							1	
	could argue any problems with on-street parking are not your problem because this is a car parking consultation, the whole ramifications need to be given													
	full considerations. Any move that makes parking outside of a carpark "better" for the car user and potentially puts people at risk in an area with a lot of													
	foot traffic - from the Co-Op, Scout grounds and to the recreational grounds - is unsafe. Changes proposed at Dunmow car parks. The increase is too													
	steep and the proposal to charge on Sundays is baffling unnecessary - from a user point of view. This is obviously a money making venture and the													
	excessive increases will be detrimental to the overall usage, to businesses, to the usage of the town centre and resources such as the library; all of which													
	will, in time, lower the usage of the carpark. At a time when highstreets are struggling encouraging people into them and into the carparks should surely be													
	your goal - achieving a higher rate of turn over on your carparking spaces. The smaller increase that was recommended to you, would surely be enough to													
	balance your books. To have free car parking, once a week, once a month, on a Saturday or market day would increase your usage and the amount of													
	people "accidentally" using your carpark but planning to so now are parked in there rather than having to move and find on street parking on days that are													
	sometimes free. It would also work to appease business owners and locals but not really gain them much.													
	sometimes free. It would also work to appease business owners and locals but not ready gain them much.													
			GD								 	_		
resident	Whilst I agree there needs to be an increase in parking charges, to double the fees (eg as is proposed in White street in Great Dunmow) seems extreme.	1	GD											
	Why haven't there been any increases since 2015? A gradual increase is far more acceptable to residents than a sudden price hike. I live in Great													
	Dunmow, and am already seeing people constantly blocking the high street as they don't want to pay to park. This will only get worse. And shops are		1											
	closing down already - again, such an increase in fees will have a negative effect on the high street as people will choose to shop in Tesco, where parking													
	is free for two hours. Please reconsider - whilst some increase is long overdue, this is an excessive rise and I think will put people off coming into		1											
	Dunmow, or not pay the charges, so will not actually have the desired effect of increasing revenue.													
resident	Is it true that there will now be an admin fee for the app that has been of benefit to all, but has been forced upon us by the council by not accepting cash		GD	1	1	1		1	1					
	any more: this is a poorly thought through 'tax' on making parking more efficient for everyone. Raise the parking charges if you must but dunmow high													
	street shops struggle enough so could a 'spend and get some parking charge back' system be put in place in all shops at no cost to them. Extending the		1											
	5pm to 6pm penalises all residents who just need to pop to get last minute high stitems or food from the co op. There is now no 'free parking' when actual		I											
	shops are open. The Sunday charge in dunmow is a dreadful idea and will penalise the hospitality industry even further. Maybe concentrate on getting		I											
	your services better rather than penalising the residents.	+		+ .	1		_				 	$\rightarrow$		
resident	I am concerned about increased car parking charges in Great Dunmow as my GP surgery is in Dunmow and I have to pay car parking charges to visit the		GD	1										
	surgery and pick up prescriptions. Will there be free car parking for people with blue badges? I have not been able to see the proposed new tariffs. I have													
	to pay £1.20 to park my car when I need to go to the John Tasker House Surgery in New Street as I am not sure how long my wait to see the doctor will be													
	and then how long the consultation will be, so to be on the safe side to avoid getting a ticket for being over the time limit on my parking ticket, I pay for a													
	longer time than I think I am going to need. When you are elderly and retired, I am 89 and have been retired for many years and the pension I receive		1											
	reflects that time span. The area where I live does not have any public transport, so living where I do can be quite expensive for just small every day things													
	such as visiting the doctor, which I have to do more frequently now due to old age and also shopping in the high street which I also do.		1											
			1											
resident	Whilst I appreciate your reasons for increasing car park fees and removing the 30 minutes tariff - I disagree with the introduction of a flat £1 fee for parking	<b>†</b>	GD		1	1				1				Church goer
rosident	on Sundays in Durnow. I currently use White Street car park every Sunday whilst I attend church-most of the shops are shut on Sundays in Durnow.					*								Ondroit good
	encourage me to stay and shop! Regards Linda Rosewell High Roding nr Dunmow				1									I

	Having visited your website, I have read the "draft Uttlesford District Council (Off-Street Parking Places) Order 2024" and the "Statement of Reasons". I			GD	1					1 T		 
	also scrolled right to the bottom of the page to read the "Review of Car Park Tariffs and Season Tickets: Technical report 2023".										1 1	
	My first thoughts are that it is full of business terminology, designed to disengage anyone who is not determined to read to the end. It is certainly not					1			1	1 1	1 1	
	written with residents in mind. And this from our council led by "Residents For Uttlesford".											
	I saw the large advert placed in the Dunmow Broadcast and Recorder Thursday 18th January. This table does not appear anywhere on your website. And											
	the tariffs in the table are higher than those quoted in the "Review of Car Park Tariffs and Season Tickets: Technical report 2023". For example, 30											
	minutes in White Street car park, Dunmow: was 40p, the review suggested an increase to 60p, the advert proposes increasing it to 80p; double what it is											
	currently.											
	High streets up and down the country are wasting away, through lack of footfall as buyers choose to shop online or go to out of town retail parks instead.											
	By increasing the car park charges, you are complicit to the demise of market towns. Independent shops and businesses will suffer and may close,											
	leaving empty units behind.											
	I have cause to visit Dunmow 3-4 times a week. What would have cost me under £5 (4 x £1.20) will now cost almost £7. But you won't receive that from											
	me - instead, I will not visit the town as often or not stay as long. I will meet friends for coffee at a tearoom in one of the outlying villages. When I will come											
	in for the doctors, I will pay for just 1 hour and, as soon as my appointment is over, I will leave instead of wandering up and down the High Street											
	purchasing from the unique Dunmow shops. I attend various meetings, both recreational and business. If enough of us are unhappy, we will move those											
	meetings elsewhere, where parking is more accommodating and, again, Dunmow town will lose out.											
	You make a big issue that the tariffs haven't been increased since 2015. Why not? Had you increased them by 10p each year, we wouldn't have noticed											
	the change so much and would have just accepted it. But by waiting 9 years and then doubling the costs, it lands like a punch in the face. And, in a time											
	when the cost-of-living increases are in everyone's mind, shoppers (and residents) will vote with their feet.											
	Cars and vans already park on double yellow lines up and down Dunmow High Street causing congestion and adding to the woes of road users: especially											
	opposite the turning to North Street and between One Stop and the traffic lights. Increasing the car park charges will do nothing to encourage those					1			1	1 1	1 1	
	drivers to use the car parks instead of the roadside.			1			- 1		1			
											1 1	
	The table on page 9 of the "Review of Car Park Tariffs and Season Tickets: Technical report 2023" is very interesting: the car park usage surveys in 2022										1 1	
	and 2023. Of all the car parks across the district, for both years, the only ones to ever reach maximum capacity are the small ones (ie, under 12 spaces).			1			- 1		1			
	All the rest of them, all the time, have had spaces available, according to your own report/review. Yet one of your objectives is to "ensure that parking is					1			1	1 1	1 1	
	available to motorists when required". It already is.			1			- 1		1			
	While accept that costs have affected you like they have the rest of us, this proposal has been executed very badly. Shame on you for hammering another						- 1					
	nail into the coffin of Uttlesford High Streets across the district.											
resident	I was advised of the new parking tariff/proposal by a local group but was otherwise unaware. If the notice was in the Dunmow Broadcaster I didn't see it			GD	1				1			
	because the circulation has been unreliable since COVID, despite my protests. Neither have I seen any notifications within any of the car parks in											
	question which I would suggest is the obvious place to publicise the draft proposal and tariff changes. I therefore suggest that the notice has not been											
	property served. The draft proposal refers to both "waiting" and "parking", the latter in section 6, all other sections refer to the former. I can see no											
	definition or interpretation of either word, surfy this needs clarification or explanation. The draft proposal seems to effectively prevent return within the											
	maximum "waiting" or "parking" period. e.g. if I buy a ticket covering 3 hours in Angel Lane I can't return for 3 hours, which seems clear enough. But what											
	if I buy a 3 hour ticket, leave after 1 hour and return for another hour 1 hour later? I think the proposal needs to clarify this point The proposed tariff											
$\Box$	changes amount to a doubling for most if not all parking/waiting within the Dunmow car parks. i.e. (100%) Whereas for the period in question 2015-2023											
_9	the rate of inflation has been in the order of 33% in total, certainly nowhere near 100%. Nor has the ability to pay increased by 100%. The proposed											
$\omega$	increase is unreasonable. The proposed convenience fee of £0.10 amounts to a further increase in the charge beyond 100%. All methods of collecting											
(C)	payments have an attendant cost associated, collecting cash payments being the most costly and high risk. Additionally, I've previously experienced											
<u>~</u>	payment machines malfunction preventing payments by cash or card. The online system is by far the most reliable system, accordingly I don't believe the											
Page	convenience fee to be justified. Dunmow "high street" shops continue to be under pressure, with many having closed and replaced with charity shops.											
,-	Placing an additional burden on shoppers will only contribute to the demise of the "high street".											
resident	We live in Dunmow and try to shop there at least once a week for the market on Tuesday and often another day to visit the Post Office or Coop. Normally			GD	1			1				
00	30 minute is enough time to do this but this proposal doubles the charge from 40p to 80p which seems an unreasonable increase since this will affect				-			-				
_	most users. Our other use is the Chequers Lane carpark to attend bridge afternoons in the Rowena Davey Day Centre . We start at 2pm and play until 5:30											
	which presently is fine but extending the pay period until 6pm and only allowing 3 hours means we will no longer be able to do that. The carpark is less											
	than full after 5pm and so the Council's extra income that last hour will be fairly low while the inconvenience of not being able to stay that long is											
	unhelpful. We would request you revisit that desire to lengthen the charging day until 6pm.											
resident	Please find this as a plea to treat Great Dunmow in the same manner as Saffron Walden		1	GD								
							- 1					
	1.Saffron Walden you can Park in the Market Square free to drop on / pick up small items for ½ hour - Dunmow has just a few spaces in Market place and										1 1	
	again insufficient parking outside one stop (where the fast food places are)			1					1			
	2.Saffron Walden has free parking along the green a short walk from the town - no such facility in Dunmow exists						- 1					
											1 1	
	In addition										1 1	
											1 1	
	3.Cycling - the narrow road with two way traffic is hazardous.										1 1	
	4. Lack on drop in trade has driven the quality of the shops down - lack of drop off parking is a key factor.										1 1	
	5.The supermarket (Tesco) offers stress free parking. The town is dying whilst Tesco's turnover improves - parking is clearly a significant root cause.										1 1	
	Proposal:						- 1					
									1			
	Consider one way circuit around the high St through White St back to Market Place with herringbone parking for drop down with free ½ hour parking along											
	the length of the High St.			1					1			
	Generally:											
									1			
	Driving has been seen as something to be discouraged - given the semi rural nature of the area and the proliferation of the electric vehicle is this viewpoint											
	(policy?) now appropriate?						- 1					
											1 1	

Business	To make the consumer pay for the use of the MIP is outrageous, it was brought in for convenience and to encourage consumers to be able to extend there		1	GD			1		1	1	1		 1	Safety issues at White Street.
Busilless	stay whilst in town they aren't going to pay extra for the privilege of using it. Considering all the money it cost to set up it's never been a great success if			GD			1		1	1			1	Salety issues at write street.
	your going to charge you might as well do away with it. More waste of the tax payers money, like the surveys you do when someone stands in the High St													
	for six hours and can't find enough people to survey. Parking has killed the town extending the hours will add another nail in the coffin. As a business in													
	Town I strongly oppose the increase in charges and the proposal to charge the user for using the MIpermit app. UDC or North Essex Parking Partnership													
	brought in the MIP for customers to be able to extend there stay whilst in the Town, to charge them for using the app is ridiculous no one is going to pay to													
	use it, you might as well get rid off it. Another waster of local taxpayers money. If you feel the need to gain more revenue from the car parks in Dunmow I													
	would rather that like SW to take away the 1/2 hour operation and start at 1 hour this will give you additional revenue per stay without actually increasing													
	charges. Also to take the season tickets out of Chequers Lane would be a major objection for my business, we open late for appointments for customers													
	and my staff are all women and they feel very intimidated walking into White Street Car Park there is always youths hanging around in the evening and													
	often cars parked up with people hanging around them it's a very unpleasant place for a women on her own. I don't see why you need to change the													
	Season Tickets to Hybrid tickets my staff have season tickets now but they don't have access to manage them and for some of them they don't have the													
	sort of phones or the capability to log in and out on an app. The fact the machine only take cards is bad enough, lots of older people hate the card only it													
	doesn't always work and to be honest who wants 40p coming out of there bank. The machines should all have the options of cash or card which they look													
	like they can be set up for. I have never seen a machine in Dunmow that has been broken into at night and you have wardens so why can't they empty them													
	every night. They sit there at 4.55pm to catch people whose tickets have expired I strongly object to the extension of charges till 6pm I think it's													
	unnecessary to charge people after the working day, and most businesses in Dunmow are closed on a Sunday if your in the town the car parks are virtually													
	empty so why charge people you certainly aren't losing a lot of revenue. The town is struggling to stay alive now we have lost 3 long standing businesses in													
	January and with increased charges I'm sure there will be more, the economic climate is at an all time low, and we don't need anything else to stop people													
	coming into town. it's like a ghost town now. Which if you had people doing surveys I'm sure they would have reported. I was told by one UDC representive.													
	that footfall was highest between 8am and 9am and that businesses should open early I don't think that person had the sense to realise that's because all													
	the kids are going to school. And apparently it's done by phone signals. In the last five years the footfall has decreased rapidly, it never recovered from										1			
	Covid and many shoppers already feel that there should be a period of free parking like Braintree and Sawbridge worth. Where you get 1/2 hour free when			1							1			
	you first arrive. I really favour payment on exit like in Colchester as consumers don't feel under pressure to rush back to there cars and that would probably increase revenue and it only means having cameras as people enter the car parks it works extremely well in Colchester and you can shop										1			
											1			
	without worrying about when your parking ticket runs out. Increase parking will be the death of our town, but as the Council seem to have local high streets as a very low priority on there agendas I guess they don't care										1			
	as a very low priority on there agencias regularity don't care													
resident	If everyone wants more vibrant town centres then the aim should be to make parking more accessible. Especially in a rural part of the county like		1	GD										
resident	Uttlesford. Car drivers should not be treated like cash cows. The treatment meted out to car owners in a town like Great Dunmow is in stark contrast to the		1											
	more enlightened behaviour that we see in small towns and villages in countries like France where parking charges are suspended on market days to													
	encourage visitors and increase footfall. Dare I say Uttlesford Councils approach to shoppers seems to be to increase charges, lengthen charging hours,													
	sell off car parks and increase the number of wardens. We see widespread new building. A population increasing. A golden opportunity to plan and													
	anticipate. We need more town car parks within walking distance of the centres. Inflation linked charges would be acceptable if the Council provided not													
,	just adequate parking but good parking. High Streets could be rejuvenated. I believe it's called town planning. Not just selling off land to developers.													
	Perhaps we could have the car parks, shops, GP surgeries and new roads built at the same time as the 200 house developments, rather than 5 or 10 years													
	later. Or never as seems to be the case now.													
resident	Great Dunmow is a thriving little high street with no empty shops. An increase in parking charges will deter people coming and affect the local shop		1	GD										
	keepers. Now is not the time.													
	This increase especially on short stay 30 minutes will only lead to much more on street parking probably in unsuitable places It will also contribute to the			GD	1									
resident	demise of Gt Dunmow and Saffron Walden as pleasant shopping areas and even more shops will become economically unviable and close													
resident	One of the blessings of living in Dunmow is the currently low parking charges. A small increase would be totally acceptable but to double the cost will put			GD	1									
1	people off using the town shops. These shops are already suffering from high increased costs and, as has already happened to many towns across the													
	country, an increase in closed shops brings the inevitable loss of business for others as the footfall decreases.													
	For the sake of our lovely town, please consider the long term benefits of low parking costs and reconsider these increases.													
resident	I have recently been informed of the proposed changes to car parking tariffs in Uttlesford.			GD	1		1							
	Having been a resident of Great Dunmow for nearly 30 years, I always thought that having a local town centre with a great variety of shops was a good way													
	to encourage people to want to shop nearby and not drive much further afield.													
	But surely raising parking tariffs and to include Sundays and Bank Holidays, will only drive shoppers away to bigger areas and then our local shopkeepers will suffer too.													
	I urge you to rethink your ideas and come back with a sensible solution that will keep Uttlesford shopkeepers and us shoppers happy.										1			
resident	I feel the proposed rises in parking fees will further put people off using Dunmow high street shops and cafes I didn't mind paying under 50p to pop to the		<u> </u>	GD	1	1								<del> </del>
, saluent	library with my children or to go to a shop but now I will think twice as it will almost double To encourage more people to use the town businesses it should			30	*						1			
	be free for half an hour and cheap for an hour similar to sawbridgeworth. More businesses will close I fear.										1			
resident	This proposal is effectively another nail in the coffin of our local traders. Why would anyone call in for bread ,pickup something from the chemist ,or buy a			GD	1	1								
	newspaper, if the parking will add 80p to the cost. May as well go up Tescos for free. Even stopping in Angel Lane for five minutes to pick up a prescription			55	1						1			
	is going to cost 80p, which for some people on low incomes , is enough to buy a cabbage or a bag of potatoes .										1			
Business	As a business owner of a retail store in great dunmow please ensure you do all you can to support the town so that it doesn't become a ghost town. Please		1	GD										
	do not increase car parking charges. If anything they need to be reduced.			1							1			
resident	The car parks are well managed presently although there has been upset about the use of bank cards and the dropping of the use of cash however, most			GD	1									
	people realise this move was to stop petty theft. As a member of the local u3a Friday art group I need to complain about the preposed rises in charges - as			1							1			
	one of the leaders of this group we have to park £1.20 per session to unload our equipment and then reload it at the end so I pay for 3 hours although the										1			
	session at the Day Centre is only two hours. The art group is attended by over 50s 60s 70s (my age group) and we have 80 year olds too. It seems very										1			
	unkind to people who often are managing on a state pension and coming into Dunmow from outlaying areas for some recreation. Of course you will be										1			
	well aware for the benefits to older people's mental health by this pleasant interaction with their peers.													
resident	Dunmow is a small town with many small shops relying on people coming in from outside who use the car parks, but if the charges increase so much it		1	GD							1			
	will make people think twice and go to out of town shopping centres with free parking. As we are already seeing it will exacerbate the closure of lots of the										1			
1	shops in the town. For this reason I am against the increase in charges.	ı	1	l .	1	1	1	1			1	1 1	1	1

		these charges and then to consider charging on Sundays & Bank Holidays will be the final nail in the coffin for small businesses! I have a shop in Dunmow,												
		and am one of only a handful who open on Sundays. It is very quiet. I strongly believe charging to park on Sundays & Bank Holidays will stop most people												
		from even thinking about visiting. And increasing the time for charges from 5pm to 6pm is pure greed. Most shops are closed by 5 (lots by 4) so surely the												
		extra revenue will be minimal? It will also encourage even more people to park dangerously along the high street - which is horrendous as it is in the												
		evenings with people collecting take aways. (I'm talking about Dunmow here.) The Mipermit 10p charge to be swallowed by the consumer is also another												
		awful idea. You have taken away the cash option, so everyone has to pay by card or the app - it's not their fault, so why should they pay. You cite that												
		charges should go up because there has been no increase since 2015 & because of inflation, yet the towns are getting quieter (or, at least, Dunmow is)												
		and those that do visit usually don't stay long, so to increase charges will have a detrimental effect. I think lesser charges for longer stays would be more												
		beneficial. On another note, I visited Saffron Walden with my 7 year old son last Sunday and I went there because I knew it was free to park. We walked the												
		maze, went to the playground and wandered around the shops. If I'd had to pay, I probably wouldn't have gone. There are so many obstacles in the way of												
		encouraging local people to stay local - please don't make parking another one.												
	Business	Worrying! We, in Great Dunmow High Street, are already seeing business drop year on year with the online competitors and Majors allowed to sell		GD	1				1					1
		everything! Where are your proposals to encourage shoppers to use our High Street? There are many car parks with a free period and why do majors and												
		out of town retailers have free parking? Not helpful and will discourage shoppers to the town more than already. The tariffs to charge until 6pm is really												
		quite mean. The High Street shuts between 4-5pm! Why have you put forward an extension? What do you offer to encourage shoppers?												
	resident	The increases in parking restrictions and tariffs will be detrimental to both residents and businesses in Dunmow. Many residents use the car parks for a	1	GD	+									+
	resident		1	65										
		short time visit GP surgeries, to pick up prescriptions or carry out other short time tasks. Increasing the tariffs will directly impact their budgets. This will												
		also mean that residents will pay the minimum amount and only , for example to go to GP and not take advantage of the independent shops in the High												
		Street. These traders are only now recovering from the impact of Covid and these increases would greatly impact them. The Government are allegedly												
		encouraging local councils to support their locality in terms of High Street independent shopping and community activities to alleviate loneliness in the												
		community. This will have the opposite effect. There are a number of unthoughtful residents in the area who park on pavements making it difficult for the												
		elderly, vulnerable and parents with small children to access the pavements - these increases will encourage more on road parking to avoid the costs.												
									- 1	1				
	resident	Raising parking fees will be the deathknell of our local High Streets. Many businesses have already closed in Dunmow because people can drive to out of	1	GD										1
		town shopping centres with free parking.							- 1	1				
	resident	We have been advised by Dunmow U3A of the proposed changes to car parking in Dunmow and surrounding area. We live on the Maltings Estate and our		GD	1		1							1
		roads are already jammed with vehicles trying to avoid paying the current car park charges. Goodness knows what the surrounding roads will be like if you												
		increase the charges and stop free parking at weekends and bank holidays. The main roads are also a joke, with vehicles parked outside the takeaways,												
		bakers, wine store, barbers and anywhere else they fancy, regularly parking and blocking the traffic lights. We have seen in recent weeks a traffic warden												
		patrolling the area and give a cheer each time we see him issue a ticket! But it's too much for one person and he probably feels intimidated on his own. If												
		you employ another warden and they catch and fine more illegal parkers, they will increase your coffers and no doubt pay for their wages. Also penalties												
		need to be imposed on pavement parking. Which regularly block pavements around the town and residential areas, making pedestrians have to walk in												
		the road. And people with mobility scooters and prams have no chance! Especially with the enormous vehicles people around here seem to have. Too big												
		for our little roads, and you'd think they would have the money to pay for a parking ticket!! But no, if they are not doing it now then there's no chance they												
$\neg$		will pay the increases. We loved Dunmow, but sadly it is not the home it used to be And we can't even rely on the council to empty the bins!! Hopefully												
~~		the person in charge of that fiasco has been sacked, or sent out to do some litter picking, as the roadsides are even more covered in rubbish now!												
עע														4
Page	Business	The Great Dunmow Town Team would like to put their points of view forward on the Parking Consultation, following their meeting yesterday.		GD	1		1		1 1					
一一														
V		We wouldn't be opposed to losing the 1/2 hour time period as you have proposed for Saffron Walden, as this makes customers rush around whilst an hour												
		encourages them to browse. This would increase revenue for UDC without the need to increase prices.												
83														
(Y)		Footfall is at an all time low and any increase in prices is another nail in the coffin for all the Independent Businesses in town. We have lost three retail												
-		businesses in January and at the way things are we feel this is probably the tip of the iceberg. People already complain about having to pay to park, as we												
		are in striking distance of Freeport which obviously offers free parking. Plus other towns offer 1 hour free parking on arrival.												
		Footfall on a Sunday and Bank Holidays is almost non-existent as we are sure your revenue figures show so charging seems absolutely pointless and												
		unnecessary. The car parks are mainly used by people going to their chosen place of worship. Either Angel Lane Chapel or St Annes Mill Lane who use												
		White Street Car Park or The Methodist Church using New Street Car Park. We feel that a Sunday and Bank Holiday charge is just not something that will												
		increase revenue by any substantial amount. The highest footfall in town is Monday to Friday between 8am and 9am when Children and parents are going												
		to school, this statistic was taken on a survey apparently by UDC using mobile phone signals.												
		Should parents at High Stile School receive free parking they could be offered parking in Foakes Hall Car Park for 20 mins in the morning, in the afternoons												
		they would have to pay, as many parents do when collecting children from other schools. Again this would increase revenue. It's a small number of												
		parents getting this benefit, the majority of the children should live locally and within walking distance.												
		,												
						1		1	1	1	1	i		
		Returning to the increasing low footfall in town over the last year we still think naving on exit would see the higgest increase in revenue. As people would												
		Returning to the increasing low footfall in town over the last year we still think paying on exit would see the biggest increase in revenue. As people would												
		come into town be able to browse at leisure not be under the pressure of having to return at a certain time. This would be a win for everyone businesses												
		come into town be able to browse at leisure not be under the pressure of having to return at a certain time. This would be a win for everyone businesses would not have customers rushing for the designated parking time and the Council would get a longer stay.												
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		come into town be able to browse at leisure not be under the pressure of having to return at a certain time. This would be a win for everyone businesses would not have customers rushing for the designated parking time and the Council would get a longer stay.  We are not in favour of the charge for using the MIP app. It was businesses who promoted this way of paying for parking to the Public with a view that they could extend their stay in town if they decided they wanted to do something else whilst in the town. A great bonus for businesses but these days half the												

resident/business I think that the ideas are absolutely atrocious, to be perfectly honest. Our towns are struggling with footfall as it is, so to increase charges, the times of

Business	Firstly the tariff increase atthough you say no increase since 2015. We have as retail businesses had to deal with Covid in 2019 - 2020 my shop was closed 5 out of 12 months we are recovering from this and firstly now we have the changes in how to pay in the car parks in Great dumnow, the new machines once installed within 2 weeks I noticed footfall was dramatically reduced and I had customers whose I have known for many years ringing me saying they couldn't get to my shop to collect their jewellery or watch nepairs they tried and the card payment kept rejecting and they either do not have mobile phone or their phones where so old they do not have App Tacilities. I now deliver or collect such repairs at least 51 mes a month rather than loose their loyalty to my business We are now dealing with energy crisis and the increases to the cost of living food et cs money is tight for most. Extending the daily parking to 6 pm ? Why? Also Sundays and bank holidays? We are a very small market town with 99% independent retailers. CONVENIENCE FEE seriously If I when paying had something pop up to asy I'm going to be charged an extra 10p if by convenience oy mean ere charging 10p for the convenience of paying for a parking ticket!!! I'm artiald involud think what a cheek! I'W all have to pay card payment machines when we take a payment in our shops! wouldn't dream of adding that fee onto a customers bill (I would not last long if I started doing that) This would not happen if you had also kept paying cash as an option For us to survive in this great dummow town and keep the shops open we need to pay as You leave drive in take at ticketshopbrowse Bump into a friend and be able to go for that impromptu coffee or lunch which if you've only put an hour on your car by card you cannot do Thank you		GD	1		1		1	1				
resident/business	I would like to make a comment which I hope you will take into consideration. The car park at Chequers Lane is designated as short stay. This car park also accommodates the Dumnow Day Centre (Rowena Davey Centre). I would advocate that this designation is changed and it should become a long stay car park. I sak his because any group meetings, functions and parties which are held in the Day Centre as well as the funches on a Tuesday and Thursday for our over 55 residents require people to park in the car park for longer than three hours. This inconvenience means that those working or attending clubs at the Day Centre require buying additional tickets after the three hour period. In extending the time from 5pm to 6pm in the afternoon will only add to this inconvenience. I do believe that the time to have to pay for any car parks should be left at 5pm. I have for a long time wondered why this large car park should just be short stay and not long stay. Especially as the time jumps from 1hr to 3hrs, no separate charge for 2 hours. Will a user of the Chequers Lane car park also be able to by a hybrid season ticket. I park in the car park at least three times per week.		GD			1		1					Make Chequers Lane long stay to accommodate elderly people and volunteers at the day centre
resident/worker	This is absolutely unreasonable to up the parking charges in saffron Walden. I work in the town and have to drive as I have to do the school run to a neighbouring village first. It already costs me too much to park daily and is affecting me to the point I have been asking my explore to allow me to work from home. To increase these tarrifs and also to put into force a Sunday charge will be a massive detriment to our town to local businesses. I already pay a fortune as a first time buyer to live in a town I grew up, I pay a fortune in council tax, a fortune in ni and tax and now you want to penalise people who shop in the local towns rather than going online and who work and support our local town? We are going to lose our town if you keep rising costs!			1	1	1							
resident	Dobiously, if charges have to increase, then they should be reasonable I think charging for Sunday and bank holiday is outrageous Sunday (for some is a holy day) or a bank holiday and to charge to pop into a shop on Sunday is completely outrageous and should not even be on the agenda. If somebody works on a Sunday in a shop they get free parking now and as they are minimum wage! think this is absolutely despicable to charge somebody for parking on a Sunday or a bank holiday. A lot of Borough's give half an hour free parking. Loften have to pay for half an hour parking just to pop in to get some eggs or mit which! I feet really cheesed off about, how about giving people I 55 minutes free? Also, if you have use an app to park soludin't be charged an extra fee - there's no other way of paying for parking and these days most machines do NOT take cash so somebody's making money to use an app by which again is completely outrageous. What a bout old people who don't have a smart phone!!! I don't believe the time limit should increase to 6 pm and sometimes you need longer than 3 hours. If you're going to the hairdresser and to do a bit of shopping you would need longer. If you're not a woman you wouldn't understand re-hairdresser - if you're haiving a colour, cut and blow dry that can take up to 2 1/2 hours, then Walking to and from the car park and doing some shopping. You'd need more than three hours!			1		1		1	1				3 hour max not enough if you're having y our hair done
resident	I do not agree with the MiiPermit fee being passed on as an additional cost to the customer. Use of MiiPermit rather than cash machines has generated								1				
Resident	savings for the council. Having it as an additional fee at point of purchase is not transparent.  Increases to act parking tariffs will penalise local businesses, reducing foot traffic in the town. Additionally, the increase is significant at a time where people are already struggling with the cost of living. My final concern would be that increased parking rates will lead to greater numbers of inconsiderate parking on road, particularly due to lack of enforcement of double yellow lines and other parking restrictions. This reads as little more than a cynical revenue generating scheme which will damage the town centre and businesses.	1											
Resident	Most of us have no choice but to drive into town to shop. I think parking should be free as we are helping businesses to survive. Retail prices are rising everywhere and we struggle to put food in the table, but we have no choice but to pay as we have to eat and live. Parking fees are bad enough as it is. Any rises will force people to shop elsewhere where parking gis either free or cheaper. This will surely mean the town will eventually lose business and it will become a glost town with many empty shops.	1											
resident	How can you justify the massize increase in parking costs?!! could understand a slight increase but you are raising the cost way too much. This will have a negative affect on the Town center when a lready shops are closing down all over the country. Why do you never seem to understand what people actually need or want? It's like you are so far out of touch with the general public! People can understand small changes in prices but not massive ones! Shocking but not unexpected from an out of touch government which is a shambles and spreading	1											
resident	For Crafton green (and indeed any car park with EV chargers, it does not make sense to make them short stay car parks as people charge their car when parking. If you restrict the stay length you are restricting the use of the chargers as well. Perhaps dedicate the charging bays and make them free when charging. Ot have a different charge structure for EV charging places. It does not make sense to restrict EV spaces you should be encouraging there use and adding more EV charging points. Swan Meadows would also be a great location for EV chargers.												EV charging points need to be more than 3 hours. Swan Meadow needs EV points
Business	A complete rip off, guests already complain that the parking is chargeable, in comparison to Elyfor example. More than doubling my teams travel costs is ridiculous. from £30 a month to £75! £5 here or there fine but more than double the price			1	1								
resident	increasing the parking charges and chargeable times will not help council tax payers or local businesses. It will discourage people from coming to the town to shop. Ety has free parking and buys *Edmunds is cheaper and free on Sunday. Swan meadow is quite a walk from the shops and not very convenient to get into, you should be encouraging people to use it with cheaper parking, not putting the prices up and charging after 5.00 and on Sundays. I can see the increases in charges will drive shoppers away or they will park in residential areas within walking distance of the town centre, inconveniencing the people who live and work them. Uttlesford is meant to be run by a residents partly for the sake of reachs, at the moment it doesn't feet like this. Once again the motorist is being used as a cash cow. I have no objection to charges at the football carpark in saffron Walden, can never understand why it is free, but keep chargeable times to before 5.00pm and free on Sunday. Same for Dunmow, you need to encourage people to shop there			1		1		1		1			
resident	How can you justify a 100% increase in fees? Not realistic and out of touch with reality	1											
resident	Please do not remove the option to pay by card. I have always maintained that if you want to encourage people to shop in the town then the first half hour should be free. This half hour charge should certainly NOT BE INCREASED			1			1						
resident Resident	We object to the proposal to extend charges to include Sundays  Please delay Sunday parking charges UNTIL NOON to allow Sunday morning churchgoers, who are often elderly and not well off, to park free. Thank you.					1							Sunday parking after 12
Resident	I think that the charges should stay the same. I feel it brings people into our town especially on a Sunday with the current free parking. Also charging us to use the app is outrageous, we should be getting a discount for using the app as is more climate friendly. People will not want to pay more so will then park on the side roads and congest the streets and most likely prevent the actual street residents being able to park on their inset which it know from experience is very annoying and unfair. We also need more parent and child spaces as the size available in fairycroft road is not enough. I've had to get my baby into the car via the boot due to having to park in a normal spot and then others baddy parking so I can't get the car seat back into the car!			1		1			1				More parent/child spaces. Increased size of these spaces.

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another location for their shopping needs I do not use the car parks that often, as I walk alot. But £1 to park and say pop in the post office to post a letter is ridiculous. You are driving people away esident 1 from the town! EDIT: Sorry I should of said 80p not £1 esident I am writing to object in reference to the proposed parking order 2024 that would result in a change to the parking reservation timings and costs. We use the car park twice a day during the week, specifically the 30 minute slot at 50p. Your proposal is to remove this slot completely which would result in an increase of over 100% and time that just wouldn't be used. I see no reason or grounds for why this is necessary, other than to increase your revenue from people who will have no choice. resident Support recent move to cashless parking. Charging to use the MI Parking App is a retrograde step - Uttlesford should present its self as a "going forward" 1 council. i) Object to 10p fee to use MI Parking App - this is not in keeping with a progressive society, ii) Proposed increase just far too high - it appears the Council is just "greedy" and "money grabbing", iii) Charging for Sunday parking is just "money grabbing". Whilst I appreciate there is a need to increase prices the proposed increases are just far too hight. These increases will damage Town Centre. Shoppers will either decide to shop at Tesco's, or even drive to Waitrose at Trumpington esident there is a proposal to charge hours for saffron walden carparks extended from 5pm to 6pm. I strongly oppose to this proposal and would recommend it keep it unchanged, i.e. 5pm, I don't see there is strong demand on those car parks from 5pm to 6pm when it's free, thus there is no need to introduce charge to limit the usage. Keeping the charge until 5pm allows people to have enough time to do groceries shopping and have the dinner prepared and ready to eat between 6-7pm which is most people dinner time I haven't read your policy proposals in detail, I simply refer to the local press headline article of 4th January regarding UDC's proposed 'hike' in the resident/visitor Council's Car Park fees. I totally agree with Mike Dean's assessment (another resident) last week, this is hardly 'progressive', indeed I'd say your proposals are both 'regressive' and unnecessarily 'punitive'. Cllr. Neil Hargreaves argued in a previous edition of "Walden Local Journal" that UDC's 'digitalisation' of their machines is more efficient for the Council...in which case this should save costs and surely we should receive benefit in reduced car parking fees rather than increased profits?....but NO! the Council against this backcloth of 'improved efficiency' have decided to increase the cost of a monthly pass in Swan Meadow by 150% from £30 to £75 (without any consultation) and proposed further general price increases! This is hardly "in line with inflation" as he suggests? Cllr. Hargreaves tells us the obvious in the local press, there is a service cost in providing ticket machines in Council car parks, the removal of our treasured 'free parking' in places like London Road ad Catos Lane (historic) seems to me redolent of the recent Essex CC Civic Amenity Point issues, UDC creating a problem where one doesn't presently exist. The London Road car park is free and open and has no 'real' service cost at present (its 'creation' already paid for by 'us' the tax payer)...why introduce a new cost via machines and enforcement? Furthermore, 'post coyid', it cannot be argued by Clir Hargreaves or UDC that the weekend parking is imposing more usage on the London Road tarmac because the car park is unused by Council employees nowadays to the tune of 2/5ths of the week due to UDC's 'work from home' policies !...so there remains a perfect equilibrium of those 2 days being given back to 'joe public' for free and maintaining our precious status quo! These spaces (like the ones in Caton's Lane and the odd 30 minute 'nip and go' ones) add a great benefit to townsfolk, shopkeepers/businesses and visitors alike, especially at weekends...as does the 'culturally normal' Sunday and Bank Holiday free parking facilities. Why take this benefit away? Cllr. Neil Hargreaves (on behalf of UDC) argues that "parking spaces are a finite resource" but this is also questionable. The town has virtually doubled in size in the past two decades and with its increased average wealth being obvious I expect car ownership is much higher than any national or regional average, what has the Council done to provide any extra car parking? Nothing! People of my age know how long it took to create Swan Meadow Car Park (decades) and yet no new provision has been attempted by UDC in recent times against the backcloth of many new developments, indeed UDC have made matter worse in very recent times by continuing their policy of removing a great deal 'general car parking' for 'exclusive residents permits' which frankly exasperates the parking situation for many, for the benefit of 'the few'. If Cllr. Neil Hargreaves and UDC are sincere in his assertion "to support the vitality of our town then you'd trash these proposals straight away but I'm a skeptical as Mike Dean. I suspect this is all about income and nothing about 'service'. If a parallel market town like Ely can provide free parking to welcome people...why can't Saffron Walden? I therefore strongly objection to UDC concerning these proposals. I have always thought that the free Sunday parking has been a really great feature of the town. I can understand the main intention of the changes but this 1 esident Having such a large increase in one go seems detrimental if one wants to encourage people to visit the town. Increases should be phased in over say five Stagger introduction of highe years. I also question the wisdom of getting rid of all free car parks. It encourages people to park up residential areas which are still free. Only received this notice 18/1 thus could have missed it If on Holiday. Should be no later than 10th, a week late??? resident The local small businesses in the Uttlesford district are having difficulty's keeping businesses running due to customers not wanting to pay the present esident х amount for parking charges ,if the charges are increased ,,lots of businesses will have to close ! esident I think the tariff charged in Saffron Walden and Dunmow should reflect the smaller size of these towns compared to places like Braintree and, Bishops 1 1 Stortford. They need to be supported. The proposed tariffs would deter visitors. There should be concessions at Catons Lane for both market traders and residents without off street car parking. Such residents should be encouraged to use the concession in exchange for an agreement not to park on the pavement in line with UDCs policy of encouraging safe walking in the town resident Looking at the information it appears you will continue to make payment of parking fees as simple as possible to understand which will be a relief to my husband who is profoundly dyslexic and unable to handle complicated meter machines or pay by App- as he doesn't own a smart phone. Visitor I think rather than increase the car park charges, to encourage shoppers etc into the town you should reduce them or abolish them altogether. esident l would prefer a percentage increase on all current car park tariffs rather than the Council's proposals. I particularly dislike the intended withdrawal of the 1 1 1 30 minutes tariff and the proposed charging for Sundays and Bank Holidays. If the charges are going to be increased, then the sizes of the parking bays need to be increased as well. With the size and quantity of larger vehicles, at esident Size of bays too small for larger times it is impossible to open a driver's door sufficiently to enter/exit. To double the charges is exorbitant and unwarranted. vehicles resident I sincerely hope you won't introduce parking charges for Blue Badge holders. Money is generally tighter for this group of society and trying to access Concerns about blue badge payment machines for wheelchair users is a nightmare, not to mention the difficulties with having to get yourself, your wheelchair out of your vehicle, parking getting to a machine and then having to return to your vehicle to place a ticket inside. I, personally, would be completely exhausted by the time I had done all this. BB holders should also be able to use all spaces, if convenient, if all BB spaces are full. Any charge made for BB parking is too high. Disabled peeps already have so many extra costs that able-bodied peeps don't have. It is difficult enough getting out in a district with terrible roads, highly cambered payements, badly designed/non-existent drop kerbs and virtually non-existent public transport that can only be safely accessed by wheelchairs at a few points due to a lack of raised kerbs at bus stopping points rendering the gradients of the bus ramps too steep for safe boarding/alighting of busses + train assistance which, although pre-booked, does often not materialise, particularly when the booking office is closed. resident Simple, keep parking charges low to encourage footfall into shops and shopping area. I moved three years ago from Waltham Forest, the local council is 1 anti car and through excessive parking fees and aggressive enforcement destroyed my local shopping area which now has only fast food outlets and charity shop. You may gain short term but if local shops close numerous problems develop. Don't change them should be a service not a cash cow.

resident

Raising the half hour charge, in particular, will impact use of the car-parkfor short term visits, and people will be more likely to park on the street or go to

resident The proposals all seem wholly sensible to me. The proposals all seem wholly sensible to me. I have read the immature comments printed in the "Walden Local". We seem to be in an era where "fury" is the response to the mildest of changes, without anyone stopping to consider any of the wider pressures that give rise to Council decisions. The Council have my total support here, and every sympathy for everything they do here. We live in an area of extraordinary privilege: people around, who heavily voted for a Conservative candidate without thinking whether either (a) that candidate was actually of integrity to devote every energy solely to representing Saffron Walden's interests, or (b) whether the Conservative party was fielding candidates more generally who were remotely near adequate ethical qualities, need to look at their own decisions. If they chose unwisely, they have only themselves to resident/business own Save the money on the traffic waldens and use it to repair the pot holes. Make more free parking which will help all the shops. Sack a lot of the staff as there is too much red tape then you don't need to increase the charges to hard working people. As a council your a disgrace and I am disappointed in all of you. I most would never want any of you in change again It's a joke no more stopping in town for a quick coffee for me any more. You're greedy assholes resident This will drive business away to the free car parks of Tesco and Aldi. esident resident This is very shortsighted and will put off a lot of people using and visiting the town. I am not sure how this is justified or inline with other towns. This will have a detrimental impact on the shops in the town centre. It's ridiculous. You are killing our high street. Why bother to come into town to support our retailers when you can park for free out of town. Retail is resident 1 struggling enough & foot fall needs to increase, not decrease & be encouraged to stay away... Far too much money.. Can't afford these proposed charges why are you doing this? You should be encouraging us to stay for longer, not shorter... esident The increased charges will deter residents from using the centre of the town for shopping. They will go elsewhere and cripple the retail nature of the town. 1 Not everyone can walk into town, do their shopping and carry it home. More and more houses but less and more expensive parking for us all. We need to This will put huge pressure on residents parking close to their homes where people will be looking for free parking on visiting the town. If they visit at all esident with the increase in prices and hassle this will be . Should charge after a hour or so giving people the opportunity still to just pop into town and pick up the essentials resident Unreasonable and will discourage people coming into town. Why not look at having an hour free or ticket validation in local shops Shopping scheme requested esident You encourage consumers to support local, you encourage consumers into town with various events. Now you propose to more than double the car 1 1 School parent - Fairvcroft parking tariffs. This totally goes against the ethos of supporting your local town and will only drive people away, or prevent them from shopping in town fo as long. You are essentially causing unnecessary stress to retailers who are already having to work very hard to attract customers to the high street. It's also important to consider local parents, who like me, use the local car parks when dropping off and collecting their child(ren) from schools such as RA Butler and St. Thomas Moore. I try to walk where possible, but parents use paid car parks daily to avoid the already significant congestion on the surrounding side streets. You need to consider the safety of parents and children, who are already having to negotiate busy roads which will only get busier with drivers wanting to avoid extra car parking charges. It's time to start considering local people who want to protect our town. A small increase Ok but over double, is just greed and there's been no evidence as to why such a significant increase is required. resident Increased parking charges will only lead to a decrease in shoppers to the town. I feel they will choose to shop at Tesco, Aldi and the new Lidl, when opened. We do not want to lose the variety of independent shops due to lack of footfall. completely disagree in the decision to increase the price of the parking as put forward in this proposal. This is an extremely short sighted decision, this will hughely impact the local business and community. This will drive further people to other towns or other free parking spaces, which are only available to tescos and aldi etc. none of which small businesses. This is a discusting, out of touch decision. Not only that, you are discriminating lower income households, once again, tailoring the town for people only in a higher pay bracket. Currently the management is good, I personally like using the app to pay. We don't have enough as invariably I have to drive around to find a space. 1 ncreased costs of parking will turn people away from shopping in our lovely town centre and shopping local, which you are constantly urging people to do. They will just shop at Tesco and Aldi. The independent shops will loose customers and close, the charity shops will loose customers and the coffee shops and cafes will loose customers. This will lead to people losing their jobs. What you are proposing in a cost of living crisis is madness. I'm wondering when Uttlesford are going to start listening to their residents rather than charging us more money each year and for what? Increasing the 1 parking charges will only lead to MORE parking on residential streets close to town where people mount curbs and destroy the grass and block the pavement for pedestrians. If you want people out of their cars then how about investing in cycle paths and better transport links. It seems to be that this is just a quick way to raise some more money. esident/business own As a business owner who needs walking traffic, it seems that the council would rather try and take more money from visitors to the town, it's a false economy,, visitors will decide it's not worth the charge and go elsewhere. I could offer to pay for patrons parking but why should I lose out,, it's obvious, if you put free parking you will get visitors, just look at any town that does this. This will prevent people from going to town, where the small businesses need the support. I will choose to go to other towns where parking is cheaper or resident 1 even free. No shopping at the market as I eill choose to go to tesco/aldi where there is free parking. Greedy behaviour from the council. We pay enough for everything as it is! The changes to the car park charges should be carried out at a slower rate. For example, introducing a high day rate for Sunday parking that is currently resident free of charge is too much for a change. If you must introduce a Sunday day rate, more residents would be supportive if it was a much lower cost e.g 50p. Likewise, the changes to the hourly charging rates Mon-Sat are too substantial and would have too much of a negative impact. If an increase to the charges must take place, it should be a smaller percentage cost increase. Also, increasing the chargeable hours to 6pm would hugely affect those that work full time and have no choice but to non into town to run errands after work. resident I can understand the need for increments in the prices (to be in line with some I have seen in other districts) but the last I was in also had the great benefit 1 of '30 minutes free'. Please consider the value this would bring to our beleaguered retail centres. Thank you. esident All over the website you are making statements and headlines on the cost of living crisis. Then you want to increase parking charges. This will drive people away from the high street and on to free parking in big supermarkets. Small businesses will suffer and yet more will close. Or is that the aim? Get rid of the small shops and build more housing? Not a good way to bring business into the town. Charging on a Sunday will affect people who come into town to attend church services. They might take off esident Church goer 1 the parking fee from the collection plate donations! Some churches rely on this to survive. Some towns I know of in Northants brought in free parking to revitalise the towns- it works, everybody likes to think they are getting a bargain. Why do you think out of town places are booming? I would like to make some comments in relation to the proposed changes: esident 1 1 I am broadly in agreement with the tariff increases although season ticket increases seem exceptionally high given local salary levels and the cost of living I disagree with many of the other changes which I feel are not in the best interests of the local businesses and residents on lower wages. Generally Henham Parish Council opposes the increase in parking charges, particularly the huge percentage proposed. Businesses in Uttlesford are resident 1 already struggling and this is a disincentive to shop in our towns, or if you do, to park in residential areas and walk in. This is a time to encourage support for our beleaguered business's not raise car parking charges. esident Just seems wrong., it will drive people out of the town centre and to supermarkets and retail parks instead. With finances stretched for so many people it seems too much like a cash grab. The free Sunday and 30 min park should be kept available at a reduced cost Again this will just drive people away from

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resident/business own	Can you not have a ticket that can be used across more than one car park. If I'm a tourist or visitor, I may wish to visit saffron Walden, Stansted				1			1				1			Provision for motorhomes etc to
	Mountfitchet, Dunmow and Thaxted and purchasing one ticket that I coukd use across multiple car parks for the day woukd be beneficial. This would fit														encourage tourism. District wi
	nicely with your aim via #discoveruttlesford to attract more tourists. Any car parks owned/managed by UDC should be chargeable for daytime use, so all														ticket to encourage tourism.
	car parks should have some fee basis to cover the costs of managing, maintaining and investing in good facilities. Just because other areas charge up						1 1								
	until 6pm, doesn't mean UDC should. 5pm is still acceptable. I don't see any provision for larger vehicles ie transit vans or motor homes specifically						1 1								
	which therefore doesn't support local businesses or encourage the tourism trail. Your Sunday charges should be the same no matter of location Bank														
	holidays should be free. Agree the minimum time should be 1 hour, not 30 mins. There should be a fee structure for larger vehicles, such as vans, motor														
	homes, minibuses and coach provision						1 1								
esident	Not everyone use smart phones so makes no sense for this use only. If an increase charge is inevitable why also introduce a reduced period to park, From							1							
	5pm to 6pm makes no sense whatsoever. This could really affect local businesses which we are short of .														
esident	Establish free parking and do away with the management costssimple. Absolutely ridiculous and even more than ridiculous considering the economic	1	1												
	situation														
esident	If the council hadn't wasted all the millions of pounds on their failed airport case there would be no need to raise car parking fees and stop free parking,	1	1												
	It's time for a vote of no conference in this council.														
resident	This is grossly unfair when we are all going through a cost of living crisis, it will have an immediate affect on the local hospitality service as people who use	а	1												
	them will not be able to leave their cars parked overnight safely to pick up the next morning and it is just another way of making more money for your														
	coffers from us hard working people when we receive the fine you'll no doubt be issuing It's disgusting. Can't you just leave them the same for this year as														
	people are suffering enough at the moment trying to get by														
/isitor	Absolutely ridiculous. You're going to cripple local businesses and kill the high street even more. Absurd	1	1												
esident	Do not increase charges it will destroy the town more than it is. We like having our independent retailers it will be them that suffer. You are taking away so	T	1												
	much from the town and people. Disgusted.														
esident	This is absolutely shocking,, some of the increases are 80%,, can not understand how this can be justified. Many small towns have free parking to	1	1												
	encourage visitors into the town, boost footfall and support local businesses and shops. By not offering this, or fair (far cheaper) prices, this will drive														
	many people out of the town centre for their shopping and leisure. You are slowly ruining our town.														
esident	The car parks should be improved with the current fees already being charged. The amount of child parking spaces is too low compared to the amount of		1												More parent/child spaces
	disabled spaces. The additional charges proposed will be a death nail in the town														
esident	If you increase the charges to park in Saffron Walden, Dunmow and Stansted then you are actively discouraging people from using the facilities and	1		1	1	1									
	shopping in these towns. This would then lead to more small businesses closing down. You also need to keep the free parking on Sundays and Bank			1					J		1		1		
	Holidays because again if you start charging then you are actively discouraging people from going in and using the facilities! If the council needs to save														
	money then how about all councillors taking a cut in their personal allowances that they are paid for being a councillor!														
esident	We are totally in disagreement with the new charges. All if will mean that cars will be parked in side roads blocking up the drives and causing traffic chaos	i	1												
resident	At present, with individual costs, any car parking increases should be kept to minimum ( eg 10p ) and any car parks at present free should be free for the	1			1					1					Keep car parks currently free as
	first , say, 2 hours.														free for first 2 hours.
visitor	Extortionate. You should be encouraging people to town to support businesses etc.	1	1												
resident	Increases of this extent will be harmful to the town and should be reviewed. Appreciate that prices likely need to increase but this is likely to harm local	1	1												
	businesses that keep our town busy and welcoming.														
own Council	As agreed at the January Full Council meeting of Saffron Walden Town Council, SWTC supports the proposed changes in car parking tariffs and	1													
	management. (Per draft minute reference FC 008-24.)														
esident	If charges are increased, more illegal and anti social parking will result. I see nothing in the report to address this issue.	1	1												
esident	Such a shame Uttlesford is determined to close most retail businesses due to the increased charges ( visitors can choose to shop / eat / sightsee	1	1												
	elsewhere at much reduced charges ) . Longer parking times, 3 hour max is not enough to " enjoy shopping / eating / sightseeing "		_												
esident	The proposed parking price increases are too high and will deter local people from shopping in the town or friends/tourists coming to visit the town which		1												
	brings in important income for businesses and keeps the town busy and thriving. People are already going to retail parks instead of town centres because						1 1								
	the parking is free and this will just encourage this behaviour, leaving our high streets deserted. A small increase would be acceptable - say from 70p to														
	90p but not the increase to £1.20 for an hour which is proposed.														
resident	You are an omni shambles. Cllr lees should be stripped from office immediately. How dare you. You could not operate a xxxx up in a brewery. The current	1	1												
	charges are destroying high streets. To increase them is criminal. You are a complete omni shambles.														
resident	I do not agree with the 10% charge for using Mipermit								1						
Resident	Shops are struggling - do not increase parking charges!!!! I will shop in Cambridge instead as it's cheaper to go park and ride. UDC and R4U are killing	1	1												
	this town!!! The charges are unjustified. Do not increase them!		_												
resident	Think it's disgraceful that the council is considering increasing the car park charges		1												
esident	There is no reason to change the current parking tariffs, and times, the car parks are low cost to run, ticket machines are automatic, the council should	1	1	1											
	be encouraging people into the town, not dissuading them. Other towns similar such as Elymanage it. Higher charges will either push people away		1												
	around move them onto on road parking Yet another cash grab from the motorists which government seem to think are cash cows and easy money. I am						1 1								
	totally against the proposals, another totally ridiculous idea like the "cycle way" to Wenden ambo														
	There is no justification for the 133% increase in some areas. Prices should increase with inflation only.	1	1												
	By increasing car park charges this will affect footfall in town and greatly affect the businesses in particular the independent shops. There is a risk they	+	1												
	will close and a downward spiral will occur. Costs should stay the same!!		_												
resident	I find it extremely bizarre that there Uttlesford is trying to encourage tourism and use of its market towns, yet considers increasing parking fees in the	1			1	1									Church goer
	manner described - introducing fees on Sundays and also discouraging those who run businesses in the towns to keep the towns thriving. Unlike urban				-	_									
	districts in Essex, there is a utter lack of sustainable transport from most of the rural villages in Uttlesford to the Market Towns. There are no daily bus						1 1								
	services. Stating that cycling is the sustainable way forward indicates a lack of understanding of the topography of North West Essex- where the highest						1 1								
	point of Essex is at Chrishall Common - and the various watersheds around Saffron Walden in particular which bring with them their own valleys. Further														
	there are no safe cycle routes from all villages that surround the market towns. Car use is recognised by UDC's Planning Dept as the only mode of			1					J		1		1		
	transport available (even from a designated Type A Village) to access a variety of shops required for everyday living and services, including health														
	services such as doctors and dentists. Saffron Walden and Dunmow are also centres of social activities which are relied upon by diverse elements of the														
	population who do not live in the town centres but in the surrounding rural villages. These activities include attending the religious services of various			1					J		1		1		
	denominations which are held in Saffron Walden and Dunmow on a Sunday. As there are no Sunday bus routes from the villages, cars are the only			1					J		1		1		
	available mode of transport to attend the services. In Saffron Walden those who choose to gather together for worship and community support on a			1					J		1		1		
	Sunday include the Baptist Church, the Community Church, the Society of Friends (Quakers), the Pentecostal Church, the Roman Catholic Church, the			1					J		1		1		
	Salvation Armey and the United Reformed with Methodist Church. if parking is available at any these centres of worship it is extremely limited. It seems			1					J		1		1		
	incongruous, verging on an insult, that a council based in Saffron Walden - a town tolerant of diverse religions over many centuries - sees fit to levy														
	incongruous, verging on an insuit, that a council based in Samron Walden - a town tolerant of diverse religions over many centuries - sees fit to levy charges on a Sunday.								J		1		1		
	charges on a sanday.		1	1							1			1	

resdient It would appear that this is designed to kill off shopping and disenfranchise people of the Borough. Locals should have the opportunity to visit shops/ pubs recreation facilities after 5.30pm Mon-Saterday without charge. I would also suggest visitors to the area ditto, but if you really wish to rinse people, charge the out of district people. Saturdays, free parking where shops are in close proximity, ie within half a mile between 6am and 11,30 am, Sundays should be free unless parking overnight. The above would help ensure shops can continue to operate over the year and incidentally, pay their rates! The catchment area for shopping is decreased by the lack of parking and charges. People residing even relatively close would rather travel further if visiting the few shops we have, results in parking charges. So why not pay to park where there is an extensive range of retail units than for example Dunmow, which is limited, and even more so now we have no shoe shop nor sports shop for example. OAP discounts? Can't see any. So perhaps limit the charging times (to allow OAPs who likely shop early), to do so without charge. Increased Charges, result in fewer vehicles, reduced foot full. Everything is being increased yet a number of residents are probably struggling, and parking charges is likely number one to avoid, resulting in side road congestion whenever that is available. When I visit a new area, I can deduced if visitors are wonted. Yellow lines in abundance says no. Parking charges, another no One hour andxa half free parking says maybe local people are encouraged to shop local, perhaps it might be a nice place to stay/live in or visit regularly. A good example of that in Ely. The aboundance of free parking said to me, this is a welcoming place, let us stay, shop and eat here. That is not the message people will get from your new parking charge proposals! Quite the reverse, and with reduced footfall your also going to have more vacant retail property and reduction of rates paid How can you possibly consider putting car park charges up. It will have a profound effect on local shops. You should spend your efforts on getting the bins Resdient collected! esident I have read the proposals. These are evidence based and appear fair. I have no objection, support the Council's reasoning and appreciate the work done A key request - please do not install pay-by-phone at the sole means of payment but retain card payment as an option. There are dozens of parking apps which clutter up one's phone. They are fiddly to use, depend on good 4G reception, irksome in cold or wet weather or bright sunlight. Many older people either do not have a smartphone or find them too fiddly under these circumstances. The business drive behind outsourcing collection to agos is understandable but they exist for the convenience of the provider and not for the benefit of the public/council tax payer who is the customer. resident I believe that a steep increase in car parking charges will result in fewer people supporting businesses in the town centres It will also result in more people 1 trying to avoid the charges by parking in side Streets and also blocking the flow of traffic through the towns and villages. We need to encourage motorists to park safely and to avoid blocking traffic. It is totally wrong to increase car parking charges. Shopping in the town is at an all time low with the cente if the town looking like a "ghost town" on some esident days. We should be stimulating footfall not looking to hammer another nail in the coffin. The almost doubling of parking charges will undoubtedly have a negative effect on local businesses as it will deter people having a good browse around resident 1 the town or a longer coffee, lunch stop as it will just be too expensive to make it worthwhile. No-one will want to hang around, The proposed charges on Sunday and Bank Holidays will also deter people from coming into town for a nice day out. Parking Tarifs should keep pace with inflation. The user of the service should pay for the service resident sident/business This is a complete piece of wrong thinking by UDC. It would sensible to have 90 minutes free parking across the town, followed by charging. This would allow churn and revenue, and would benefit the local traders greatly and be an opportunity to raise revenue. Resident/business The management proposals will be detrimental to the district. At at time when cost of living is at its highest, these proposals will have a negative impact on residents, visitors and businesses. Rather than increasing the costs, councils should be looking to support our diminishing high streets. Why increase costs? If you made parking free, people would choose to use the high street rather than travel to out of town. This increased footfall would result in more money being spent locally (which in turn means these companies will pay more to the government in taxes). People shopping locally would also benefit the environment. People will choose to drive further to out of town free parking rather than a shorter journey to shop local. Removing the costs of car parks is a win win for everyone. Someone should also spell check this website before publishing "Check your answers befoer sending your response." ;-) This has not been thought out and is yet another tax on the ordinary people. Encourage people to shop locally. See the shops, cafes, bars and restaurants thrive rather than turn people away due to extortionate costs. If you cant offer free parking, why not offer a set time of free parking? 1 or 2 hours free would mean people could do their shopping, see a friend for coffee, get some lunch. A lot of other communities do this, why not Uttlesford? Be brave and set a new standard and reap the rewards The town traders are struggling as it is. The last thing the town needs is to make parking prohibitively expensive. This will be a case of higher charges = esident 1 esident Ridiculous idea. Increasing parking tariffs will encourage people to shop elsewhere. Larger supermarkets with free parking will benefit and smaller independent shops will be come extinct. If anything, parking should be free for the first 30 minutes to encourage people into the town. Whilst in part I understand your proposal to increase the tariff for parking this could very well be to the detriment of the town and its traders. Having esident 1 recently moved into the area from East Cambridgeshire and Huntingdonshire, the contrast in these two areas shows what happens when parking charges are increased. St Ives now is almost a ghost town compared to its past where the parking charges have increased and then you travel some fifteen miles into East Cambs and Ely where the parking is free and you find a vibrate busy City with such a variety of traders, etc. resident I think it is a disgrace that the parking charges are being increased by such huge amounts when the whole objective of the parking is to allow residents to park somewhere convenient and safe while they spend their money in the local shops. Are you missing the point of promoting local business in a time when many of them are struggling and barely able to keep operating. A proper grown up discussion needs to take place about what the towns really need to prosper instead of looking at ways of always taking from the public. You should all be fired for lack of foresight. This will have a negative impact on our town! resident 1 resident Refer to letter 4 siden I'm opposed to the overall strategy of removing free parking and wholesale increases in existing costs. I support the view that we should be encouraging visitors to our town to not only enjoy the ambiance, but use the facilities that we have. We should adopt a similar approach to Ely and perhaps closer to home in Sawston where motorists are welcome. Increasing car park charges will lead to more parking on private roads causing inconvenience to residents and perhaps even blocking access for emergency service vehicles. I would like to see all the car parks having a free parking period of 3 hours long enough to take advantage of what the town has to offer. Turnover in the car parks is necessary to avoid early risers blocking them for the day whilst they are at work. resident If you want the high street to survive in these times, you have to give a little and one way is not to put up the car parking charges. The first hour should be 1 free (this gives people time to pop to the post office, or a couple of shops and also go the the Doctors and Dentist). By increasing parking charges, people will travel further away to shop and the High Street will die and just be full of nail bars, coffee shops and charity shops. The first hour is free in Harlow and works very well. The car park should be a facility not a cash machine, after all we all pay exhorbitant council tax as it is. Installing electric vehicle charging point will be essential. Any increase in parking charges will deter people from shopping in our high street shops , these resident More EV are already resident Charges need to go up. But you might consider following the example in Bury St Edmunds that introduced a "free after 3" (pm) in its short stay car park on Introduce a 'free after 3' on the quietest day of the week (in their case Tuesday). I believe the overall cost would be quite minimal - perhaps about £30,000 pa. It could be introduced quietest day in short stay car for a trial period. Also it would act as a small sweetener compared to the overall increases. resident I object strongly to the new raised car parking charges and hours Unnecessary Cost analysis of using credit card machines not justified Number of 1 car parks and capacity not fit for purpose esident Not thought through, how it will affect the town. Absolutely ridiculous, how much it will affect local businesses and visitors will not visit the town. 1 Residents will drive to Newmarket free parking. It is a very badly not thought out proposal.

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resident	Most of the management proposals in the draft Uttlesford District Council (Off-Street Parking Places) Order 2024 are understandable and provide for				1	1										
	adequate management of the car parks referenced, but more emphasis needs to be placed on the maintenance Nd upkeep of the car parks. The tariffs															
	should not be increased. If anything they should be reduced or removed to enable local residents, shopkeepers, businesses and market stall holders to go															
	about their business. A compromise could be a two-tier system where local residents, businesses, etc. are offered a one-off pass (e.g. a sticker for the															
	vehicle windscreen or a digital token, depending on management system chosen), perhaps for a nominal administrative fee, whereas out-of-town visitors															
	and tourists and others use pay and display machines (which could charge more than currently).															
resident/business	Simplify. Long chains of command don't work. Policies that support rent economy, middle men and passive extraction of funds should be replaced by		1													
	policies that support genuine provision of needed goods and services.															
resident	Raising the cost of parking and increasing the time at which charges apply seems counter productive given what other local authorities are currently				1		1	1								
	doing. For example Bedford allow the first two hours on Saturday without charge and there is no charge on Sunday while in Royston parking in all car parks															
	is free everyday after 3pm. If we are to continue to have a flourishing town centre increasing charges has the potential to do exactly the opposite. While															
	making the minimum stay 1 hour could also discourage usage. There must be better alternatives and these need to explored openly to ensure public															
	support.															
	Refer to letter 7				1		1	1	1	1	1	1	1			
resident	1) Tariffs It would be better to do away with 30 minutes and charge £1 for 1 hour 2) Monday to Saturday 8am to 6pm as most facilities are closed by 5 pm								1							
	it is always annoying to be caught by the peak charging period when you are stopping on the way home. There needs to be a realisation that the prime															
	purpose of Public parking is to enable law abiding customers to spend money in local businesses. Chargeable hours of parking are a consideration for me															
	as lapproach Pension age but without access to a bus pass or State Pension.															
resident	l oppose all the proposed changes to car park charging. Will deter local shopping and kill our high street. Very shortsighted of the council to propose these		1													
	changes.															
resident	At a time when many sectors, from food provision to daily necessities are rocketing in price, many for no good reason, for UDC to jump on the bandwagon		1													
	is nothing more than opportunism to grab what it can from the local populace, irrespective of the damage to local businesses and townsfolk.		1													
	And all this in an election year.															
	Forget it, UDC, this will not go well for you, especially after the Waste Service fiasco.															
	Polget It, ODO, this withough well for you, especially after the waste service hasco.															
resident	I feel that should the parking charges be increased it will be discourage visitors to the town and will result in more empty shops.		1													
resident	Whilst I recognise that the local council is under considerable financial pressure and that the car park tariffs have not risen since 2015, I think that the		1													
resident	proposed increases are rather excessive. Local businesses will suffer from the brunt of these increases and our thriving town may become a thing of the		1													
	nast															
resident	Car parking needs to be free to keep the town alive. We do not have adequate public transport, and as desirable as it may be to discourage driving, the		1													
resident	effect will only to disperse consumers to other larger shopping options. Any net income from parking fees is trivial.		1													
resident	Ridiculous. Already lots of empty shops and struggling businesses. People will just go to Tescos or other towns for shopping		1													
resident/business	Disappointing in a number of areas, as a resident and of reading this there are numerous points to mention. Sadly my first impression is that there may be		1													
resident/business			1 1													
	numerous intelligent staff at the council but the feeling was to hire a consultancy(Parking Matters) who are the subject matter experts producing a 68 page															
_	document advising the council on how to proceed in the future being the best course of action for the council. There is mention of no rises since 2015 and															
]	the increasing costs of managing a pay and display car park, possibly in the hope that no one asks for a freedom of information request to scrutinise the															
1	revenue received from this year to now, what was the money spent on maintaining these car parks as claimed, or even looking at the many other towns															
	who have seen the retail trade suffer due to the reluctance of visiting the town as a resident shopper or to visit many of the eating facilities we have here															
	during the day. Admirable that the council offices provide free parking at the weekends but for the elderly non blue badge holders or those with children															
	have to pay to go about their daily business in the town. I think the CEO of the council should take a personal interest in this, not just farm it out to an															
	external agency to fall into the bracket of "we sought expert advice on how we as a council should move forward to generate more money from the mugs															
	who live or visit here" and perhaps listen to what the people would prefer to encourage more visitors into the town contributing to much wanted revenue															
7	for all, not just the council. Keep them as they are for another year, listen to the residents, as employees of a local government authority take															
	responsibility and cease to hide behind others such as Parking Matters, do your jonb for the people you are paid to serve. Get the muppet who set up this															
1	on the website to use spell checker on the 'Check your answers' the correct spelling for (before)! how embarrassing!															
other	It is absolutely outrageous to up car park charges The roads are atrocious There's so many houses it not enough amenities built as well People rely on cars		1													
	they can't rely on public transport I've not time to read the reasons but It should not be happening Beautiful town Needs to be protected as a beautiful															
	vibrant community where shops and banks don't shut down All the coffee shops but no one can afford to visit Enough people have the foresight to see this															
	will be devastating to the town															
resident	I really do think the increase in charges is excessive and will have a very negative effect on businesses in the town.		1													
		13	186	1	188	61	109	103	60	37	79	66	13	13	2	l

Parking Consultation Uttlesford District Council London Road Saffron Walden CB11 4ER

29 January 2024

### Dear Sir or Madam

In my opinion, an increase in car parking charges in Saffron Walden in order to take some account of inflationary costs borne by UDC and follow environmental good practice would be justifiable in principle.

So, too, would be an increase in chargeable hours to 6pm and an extension to cover Sundays in line with the opening hours of many shops, and the introduction of charging in the Caton's Lane and London Road car parks for the sake of consistency and environmental good practice. Benchmarking against car parking charges made by similar district councils in the East of England would not be unreasonable, either.

It is necessary both to deter unnecessary traffic in the town for environmental and safety reasons and to maintain car parks to an appropriate standard.

However, an increase in charges would obviously need to be fair to car park users, including residents, visitors, shoppers, businesses, and staff.

The current proposals have provoked discontent in the town because they are seen to be unfair and because the council does not appear to be listening. The proposals seem to be largely focused on council charges, rather than on council services, and this at a time when the value for money of council services such as bin collections is under particular scrutiny. It is to be hoped that the outcome of this consultation will demonstrate that the council has actually listened to consultees and has been flexible in response.

It is unfortunate but not the fault of car park users that UDC has not increased car parking charges for several years, is poorly supported by central government, finds itself under financial constraint, and needs to raise cash now. Not only the council but residents, visitors, shoppers, businesses, and staff are all feeling the adverse effects of inflation and other economic pressures. Therefore, the increase should not be excessive.

If UDC were to be unwise enough to raise car parking charges by an excessive amount now, the predictable effect would be that fewer drivers will park in council car parks, and accordingly anti-social car parking in residential streets will increase, causing considerable inconvenience to residents.

For the future, however, I suggest that it would be reasonable for the council to review parking charges annually but peg increases at the rate of inflation or in line with an East of England district council benchmark, whichever was lower.

The proposed abolition of the 30-minute parking slot looks perverse. It contradicts the council's stated objective to ration car parking efficiently. In particular, it would mean that all car park users would have to purchase a parking ticket for at least an hour when some do not need more than 30 minutes. Users would then be discouraged from vacating their spaces, the turnover of parking spaces would decrease, environmentally-unfriendly driving and congestion reducing the operation of the fire station would be exacerbated, and demand for more or enlarged car parks, which are also environmentally unfriendly, would be stimulated.

Combined with the expected loss of car parking in the Market Place, patients needing to collect medical prescriptions from pharmacies in the town centre would be doubly disadvantaged by having to pay for one hour's parking in the nearby Waitrose car park.

Although I am not opposed to the in'troduction of sensible car parking charges in the Caton's Lane car park as such, I am concerned that some drivers who need to drop off or collect children attending St Mary's CE Primary School in Castle Street will be disadvantaged by the effect of this.

In view of the above analysis, I propose that serious consideration be given to the following strategy -

- An increase in chargeable hours to 6pm and an extension to cover Sundays in line with the opening hours of many shops, and the introduction of charging in the Caton's Lane and London Road car parks for the sake of consistency and environmental good practice.
- A modest increase in car parking charges this year in order to avoid the undesirable consequence of
  anti-social parking in residential streets that an excessively large increase would have while
  acknowledging the adverse effect of inflation on both UDC and car park users, whether they be
  residents, visitors, shoppers, businesses or staff.
- That UDC does not abolish 30-minute parking but instead waives the 30-minute charge in order to encourage the efficient use of car parking spaces and avoid inconveniencing both patients collecting prescriptions and drivers dropping off or collecting school children attending St Mary's CE Primary School. This would be simple and straightforward for the council to introduce and operate, and for users co comprehend.
- For the future, an annual review of car parking charges with increases being pegged at the rate of inflation or in line with an East of England district council benchmark, whichever was lower.

This is an individual response; however, I should mention for completeness that I am a Saffron Walden town councillor.

### **UDC (OFF STREET PARKING PLACES) ORDER 2024**

### COMMENT FROM STANSTED MOUNTFITCHET PARISH COUNCIL

It is the opinion of this council that the proposals highlighted within the consultation are geared solely for debt reduction, being detrimental to local businesses and community adhesion, at a time when the latter is of greatest importance.

### 1 INFLATIONARY COST INCREASES

The UDC 'Statement of Reasons', says that inflation has been taken into account. According to the Bank of England calculator, the overall cumulative inflation rate since 2015 until the end of 2023 is 32%. i.e, £10 in 2015, would be equivalent to £13.22 now. The proposed changes are well in excess of this amount and in many cases 100% greater. This seems excessive and unjustifiable.

# 2 CRAFTON GREEN REMOVAL OF LONG STAY PROVISION

- There is no reason given for this. Where will people working full time along the Cambridge Road park? They are unlikely to park in Lower Street and walk up Chapel Hill. More likely they will park in local streets. Access to local employment will be affected by removing this discretionary benefit for employees.
- We have been contacted by a Parishioner who volunteers at Touchpoint, she
  is very concerned that volunteers not only will have their parking time
  restricted but will have to pay an additional amount over and above what they
  are already paying to do voluntary work. This seems unfair to volunteers who
  are performing outstanding work for the vulnerable in our community.
- Will vulnerable people using Touchpoint be put off due to high parking costs?
   Those with mobility problems will be particularly impacted.

# 3 SEASON TICKETS/PARKING PERMITS – CRAFTON GREEN

We would like to see reduced price season tickets still being available to local employees in the Crafton Green car park. This would support local employment. Resident parking permits should also be considered for local residents who live in terraced type accommodation with no parking in the North of Stansted, particularly in Silver Street.

### 4 CHARGING FOR SUNDAYS AND BANK HOLIDAYS

This is an appreciated benefit which is being removed, whilst the cost is low, no doubt it will be increased in line with the daily charges at some point once the charging precedent has been established.

## 5 SHOPPERS

Doubling the costs of the 30 minutes stay for shoppers, or users of the library and Touchpoint etc, is excessive. Again, people will just park elsewhere, further burdening already congested roads. A better proposal would be to offer free parking for the first 30 minutes, thereby encouraging people to park off-roads.

Crafton Green car park is Parish Council owned and operated under licence by UDC. The proposal that the 30-minute period charge should be doubled fails to take into consideration the change in status of this area, thanks to the activities brought about by Touchpoint, which has transformed it into a true community hub for the village and the surrounding communities.

The Parish Council has in the past requested a free 30-minute parking period which has been turned down.

The proposed increased charges would drive people onto Cambridge Road and surrounding streets, creating more congestion and do no favours for the local businesses around here. We believe that a free period is necessary to facilitate those taking advantage of the services offered by Touchpoint, the library and local businesses, thus increasing the footfall locally.

### 6 LOWER STREET CAR PARK

To function properly, Lower Street car park urgently requires reconfiguration. The fact there is a private car park occupying the same area, already creates confusion. People are regularly seen parking in the Castle zone and not paying or purchasing a ticket from the council machine. The fact that there are different tariffs for these two parking zones, adds to the chaos.

The Stansted surgery needs more parking spaces, especially with their plans for merging with the Elsenham practice. This development, and with Stansted's only pharmacy located here, has established an important Health facility, for Stansted and the surrounding area, which was not in place when the survey was conducted in 2022. We therefore urge, in the strongest terms, the District Council to reassess the situation here.

### 7 SUMMARY

None of this will alleviate the parking issues in Stansted and are likely to make it worse, there seem to be no positives on offer here at all. Just a substantial hike in costs for everyone using the parking facilities. Increasing by the cumulative inflation rate could be justified but this is greatly in excess of that. We cannot see how these these increases and other proposals can be justified.

These proposals does not consider the difference in amenities available in Stansted Mountfitchet compared to Saffron Walden and Great Dunmow.

The Lower Street car park is primarily a long-stay facility, catering mainly for commuters and social amenities. The increasing importance of the Health Services and Co-Op store cries out for short-term parking with pricing to reflect their importance to the community.

The Crafton Green car park is a short stay facility and has become a true community asset, ideally placed to complement the facilities offered by Touchpoint, the library and local businesses. The proposed increases in parking fees would do nothing to enhance community adhesion.



Stansted Mountfitchet EDC Stansted Business Forum Mountfitchet Essex 30th January 2024

Cc; Stansted Mountfitchet Parish Council

Rt Hon Kemi Badenoch cllrgooding@uttlesford.gov.uk cllrsell@uttelsford.gov.uk

To: Business@uttelsford.gov.uk

Car parking in Uttlesford - consultation on management of UDC car parks and charges

### Dear Sirs

In reference to Uttlesford District Council have sending out a "consultation on management of car parks and charges" with the period closing on the 2<sup>nd</sup> February 2024. To that end we would like to object to the proposal and in affect will be challenge on economic grounds the justification of Uttlesford to "enforce" increases in parking charges by circa 221% above the rate of inflation as stated by the ONS on the date of their email.

As our District Councillors and Local MP who are accountable to the residents of Mountfitchet, we write to you with distaste on the proposed increase in carparking charges within Stansted Mountfitchet Carparks. Please refer to the table below with your proposed increase as of April 2024.

2027.								
<1/2 h	r<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs	(all day)	Max stay
Crafton Green	l							
Existing	£0.40	£0.60		£1.20		20	£3.00	All day
Proposed	£0.80	£1.20	£1.70	£2.20	-	+	-	3 hours
Increase (£)	£0.40	£0.60	£1.70	£1.00				
% Increase	100%	100%	100%	83%				
Lower Street								
Existing	£0.40	£0.60	£1.00	£1.20	£2.00	£2.40	£4.70	All day
Proposed	98.03	£1.20	£1.70	£2.20	£2.70	£3.20	£5.20	All day
Increase (£)	£0.40	£0.60	£0.70	£1.00	£0.70	98.03	£0.50	
% Increase	100%	100%	70%	83%	35%	33%	11%	

The small businesses within our geographical reach, have been casualties of not only covid trading restrictions leading to an ongoing significant fall in footfall, increase costs owing to Brexit, higher mortgage costs owing to the Government Crashing the economy in October 2023, in action on fuel (note Government confirmed in March 2022 that the UK only relies on 4% of its







fossil fuel from Ukraine and Russia), but more recently, suspension of car parking on the highstreet whilst road works were being undertaken which has been compounded by the costs and locations of parking within Stansted Mountfitchet. The proposal will undoubtedly sustain further demise of footfall to our high street, putting immediate strain and in some cases, foreclosure on local businesses.

Uttlesford Council rely on business rates to help maintain services they are obliged to offer and without these, Uttlesford Council will have a larger than current budget deficit. Why have you and the other councillors allowed such financial incompetency to go on for so long? The argument of continued cuts from Central Government are invalid. If you choose to use this argument, then you are complicate on previous actions of pillaging the local community for your own failings!!! Is this another reason for the "Stealth Tax" proposal?

To get full transparency of the revenue and costs to operate and maintain, these carparks, we ask for full visibility of these for the last 8 years. (you refer to 2015 as the bench mark year). Anything else suggests that you are picking a fictious figure for inflation without justification supported by evidence.

We also ask for communication from the Council, both County and District, for the initial review and evidence to support that you have re-tendered this service and when was this communicated to the Local Parish Councils? We also ask for the workings of the proposed increases for which you have set your proposals. They too are significant stakeholders and under own regulations, stakeholders must be consulted first, before any consultation period is communicated to the residents. We also note that this proposal has been sent out three months after NEPP were given the tender for carpark monitoring for the next five years!! Is this a case of let them do as they wish as they know have the contract for five years??

We would like to know when the process of re-tendering is starting and finishing and the number of replies you get and how these will be adjudicated and awarded. However, this appears to be academic given the NEPP have been given the rights for the next five years. Anything else is a renege on corporate responsibility and discharging yourselves of being accountable to the residents of Uttlesford and not meeting your terms of office as voted in by the electorate! (similar to the current Refuse issue throughout the Ward) Key facts which Uttlesford communication fail to communicate to any resident let alone the local Parish Council.

### Key points

U.K. inflation rate for 2022 was 7.92%, a 5.4% increase from 2021. U.K. inflation rate for 2021 was 2.52%, a 1.53% increase from 2020. U.K. inflation rate for 2020 was 0.99%, a 0.75% decline from 2019. U.K. inflation rate for 2019 was 1.74%, a 0.55% decline from 2018. Even on a compound inflation calculation this does not achieve a "100%" increase in reported costs. (ONS)

# Foot fall in towns and villages

Over 2023, the reported footfall on highstreets in towns and villages has dropped on average by 5.5% YoY, (Retail Insight Network). Stansted Mountfitchet has seen higher than this.

### **Business Rates**

The trend for 2023/2024 is that they will increase. (GOV.UK). This will put further financial stress onto a current sector already on "Life support" high street businesses. Would you prefer less business rates as businesses close as a result of an increase in car parking fees?







We ask for any "conflict of interest" or projects each councillor is awaiting funding for which may be supported by these increases? Naturally we trust our councillors to be open and transparent and to communicate with our parishioners but as this is a public consultation process, such projects and activities are in the "Public Interest" and must be declared in this process.

As the Mountfitchet Economic Development Group, and in conjunction with Stansted Business Forum, we would welcome you to our meeting to answer these points and questions from those businesses who will be affected from your proposed, increases.

Whilst Mountfitchet has a population of circa 8,621, you must consider the ageing population of over 65 years of age, circa 981 individuals. We have asked them if their pension or winter fuel allowances have increased by 100% based on your arguments. No surprise the answer is NO. Can they afford to pay 100% increase in parking, NO!!!

We look forward to a full and detailed reply to all the questions asked above and for you to provide all the information requested in good time.

Any statement which pass the ownership on to Essex County Council will be frowned upon and merely as "Teflon". Should you choose this "expected line" we will expose that the Uttlesford District Council and its councillors have no teeth or back bone to push back and in affect would bring into question the value you offer those who voted you in.

On behalf of Mountfitchet Economic Development Group and Stansted Business Forum

D. W Arora Chair SMEDG P James Chair SBF

All replies to david@tenacity-business-solutions.com peter.james@murdochsestateagents.co.uk



(Reference - Parking Consultation)



Sunday 28/1/24

To whom it may concern, I am very much opposed to any increase in charges for Utiles ford car porks. As a senior cutizen + wichower on increase in porking charges could deter me from visiting the local towns. WAtlesford is a mostly reeval community where many people rely on cors - increoses in charges would be counter productive. a field witney (ox fordshire) have free parking. The response times Feels very short. Why is? I hope this consultation genuinely takes into the account the views of residents rather

thon being a process where the decision has (probably)

through been mode ( ze youd exemple

Yours Run Rully

is recycling).



14010/2024/02 Our Ref:

Your Ref:

Email: abunn@firstplan.co.uk

31 January 2024

**Uttlesford District Council** London Road Saffron Walden **CB11 4ER** 

Sent by email to business@uttlesford.gov.uk

### Broadwall House 21 Broadwall London SE1 9PL

020 3096 7000 info@firstplan.co.uk firstplan.co.uk

# CAR PARKING IN UTTLESFORD CONSULTATION - CONSULTATION RESPONSE BY FIRSTPLAN LIMITED ON **BEHALF OF WAITROSE & PARTNERS**

Firstplan act on behalf of Waitrose & Partners ("Waitrose"), who operate a Waitrose foodstore at Hill Street, Saffron Walden. As one of only three large-format foodstores present in Saffron Walden – and the only large foodstore in Saffron Walden town centre, the Waitrose store plays an important role in meeting the food shopping needs of residents of Saffron Walden and the wider surrounding area. The store forms part of the policy-defined town centre of Saffron Walden (as defined by the Uttlesford Local Plan 2005) and can be considered to perform a role as an "anchor" store to the wider offer of the town centre. Its location on the southern edge of the town centre provides it with strong connections with other shops and services in the town centre.

We have been made aware of a formal consultation which is being undertaken by Uttlesford District Council ('the Council') on car parking charges across the local authority area. This consultation is of direct relevance to our client's interest in respect of the Fairycroft car park, which is a decked car park adjacent to the rear of the Waitrose store which is used by both Waitrose's customers and wider users of the town centre. The joint role which this car park plays is reflected in the fact that signage on the exterior of the car park carries Waitrose branding, and the car park is stated as being for "Waitrose & Town Centre" above the entrance. Signage within the car park also carries Waitrose branding, and the car park includes Waitrose trolley bays for customers to return their trolleys once they have finished loading their vehicles. Waitrose customers are able to have their parking charges refunded when spending over £10 in the store; the Fairycroft car park thus acts as the defacto car park for the Waitrose store.

The Fairycroft car park is a short-stay car park with parking capped at a maximum of three hours. Currently, the Fairycroft car park operates with the following payment arrangements (Monday to Saturday 8am to 5pm):

Up to 30 minutes: £0.50 Up to 1 hour: £0.70 Up to 2 hours: £1.20 Up to 3 hours: £2.00 Sunday parking: free

The proposals which are the subject of the current consultation suggest the following adjustments to the price of short stay car parking at Fairycroft:

- Extension of chargeable hours from Monday to Saturday 8am-5pm to Monday to Saturday 8am-6pm
- Removal of short stay (up to 30 minutes) option
- Up to 1 hour: £1.20 (71% increase)
- Up to 2 hours: £2.20 (83% increase)
- Up to 3 hours: £3.20 (60% increase)

Flat Sunday parking rate of £1.50

The consultation is also of relevance to our client's Partners, many of whom work for shifts at the Waitrose store which exceed the maximum three hour stay at the Fairycroft Car Park. Consequently, many of Waitrose's Partners who drive to work park at the Swan Meadow Car Park, on the western side of the town centre, under ten minutes' walk from Waitrose. This a Long Stay car park which operates with the following payment arrangements (Monday to Saturday 8am to 5pm):

Up to 1 hour: £0.70 Up to 2 hours: £1.20 Up to 4 hours: £2.00 Up to 6 hours: £2.50 Up to 9 hours: £3.50 Sunday parking: free

In addition, the following monthly parking permits are currently offered for people employed in Saffron Walden. Given the nature of their roles within the store, many of Waitrose's Partners utilise the monthly and annual permits.

- £30.00 for one month
- £90.00 for three months
- £175.00 for six months
- £300.00 for 12 months.

The proposals which are the subject of the current consultation suggest the following adjustments to the price of short stay car parking at Swan Meadow:

- Extension of chargeable hours from Monday to Saturday 8am-5pm to Monday to Saturday 8am-6pm
- Up to 1 hour: £1.20 (71% increase)
- Up to 2 hours: £2.20 (83% increase)
- Up to 4 hours: £3.20 (60% increase)
- Up to 5 hours: £3.70 Up to 10 hours: £4.70
- Flat Sunday parking rate of £1.50

The pricing of the monthly permits is proposed to be increased as follows:

- £75.00 for one month (150% increase)
- £200.00 for three months (122% increase)
- £350.00 for six months (100% increase)
- £550.00 for 12 months (83% increase)

On behalf of our clients, we wish to strongly object the proposals to increase the car parking charges at both the Fairycroft and Swan Meadow sites. Specifically, we object to:

- (i) The proposed increase in fees within all parking time brackets at both Faircycroft and Swan Meadow.
- (ii) The extension of charging hours from 5pm to 6pm, Monday to Saturday.
- The proposal to introduce charging for parking on Sundays at both Fairycroft and Swan Meadow. (iii)
- The significant increases in permit parking fees proposed for Swan Meadow. (iv)

# **F:RSTPLAN**

The increases in the charge rates for short-stay parking at both sites is almost 75%, and for longer permits at Swan Meadow, the cost of a monthly, three monthly and six monthly permit is proposed to at least double, with an annual permit also increasing by 83%. It is not considered that such a significant level of increase in parking charges is justifiable, particularly in the context of the ongoing cost of living pressures.

In respect of points (i) to (iii), our client is firmly of the view that increasing the parking fees across the town centre car parks will simply have the effect of dissuading residents to visit the Waitrose store and wider town centre, or to reduce the amount of time they spend in the town centre when they do visit. This will have a negative impact on the town centre as a whole, as it will discourage residents to spend longer in the town centre, reducing "dwell time" and spend in the town centre's range of shops, cafes and restaurants. The proposals to extend charging hours from 5pm to 6pm have potential to negatively impact on the town centre's early evening economy, which Waitrose supports by being open until 8pm between Monday and Thursday and 9pm on Fridays and Saturdays.

Significantly, the proposed changes to the parking charges have the potential to dissuade residents to visit the town centre to undertake their food shopping. Waitrose already operates at a competitive disadvantage in this respect on account of the charges levied by the Council-operated car park adjacent to the store. The increased charges will instead push residents to other foodstores outside the town centre to undertake their food shopping, which are able to offer free car parking. This will have a detrimental impact on the wider town centre, given that Waitrose acts as an "anchor" store, meaning it drives footfall and helps support other businesses in the town centre.

The Council have recently commissioned a consultant, Nexus Planning, to provide strategic advice on the District's town centres and the need for new retail floorspace, in support of their new Local Plan. This advice was supported by a detailed survey of patterns of usage of town centres across the District. This identified that:

- 76.4% of residents who use Saffron Walden town centre access the town centre by driving, with only 2.6% accessing by bus. This confirms that the availability of affordable car parking is of critical importance to the retail health of the town centre. Given there is no train station serving the town centre and very low levels of accessibility by public transport, increasing car parking rates will not result in a modal shift to other forms of transport, it will simply discourage people to visit the town centre.
- 16.0% of residents living in the Saffron Walden area visit the Waitrose store for "main" (i.e. trolley-based) food shopping trips. These type of shopping trips require adjacent car parking, and indeed the popularity of our client's store for this purpose is reflected in the fact that the Fairycroft car park was subject to extensive upgrade and extension works under ten years ago. As stated above, by increasing car parking fees, residents will be put off from visiting the store to undertake main food shopping trips, particularly those which are combined with visits to other facilities in the town centre (for which parking charges cannot be refunded by Waitrose), and will instead direct their spending elsewhere in the town (i.e. to Tesco and Aldi) where free parking is available. Waitrose already operate at a competitive disadvantage to other supermarkets in Saffron Walden on account of the parking charges, and our client is of the view that this situation will be significantly worsened if the proposed changes to parking arrangements are adopted.
- 39.7% of residents in the Saffron Walden area visit the Waitrose store for "top up" / basket shopping. This confirms that the store acts as an important footfall driver in the town centre, and it is reasonable to expect that many people who use our client's store for "top up" shopping will also undertake similar shopping purchases elsewhere in the town centre. As Waitrose is only able to refund shoppers when over £10 is spent in store, the increased changes are likely to dissuade shoppers from doing small scale "top up shopping" in Waitrose alongside similar trips to other town centre stores.
- 41.4% of residents who live in the Saffron Walden area undertake "linked trips" as part of their main food shopping trips. This includes including non-food shopping (10.9%), other food shopping (7.3%), leisure



activities (5.4%) and visiting food & beverage outlets (4.3%). The scope for these "linked trips" will be reduced if there are price-critical considerations such as increases in parking fees.

The above points confirm importance of the Waitrose store in supporting the overall vitality of Saffron Walden town centre, and by increasing the parking charges to the Fairygate car park, our client is of the view that there will be an adverse impact on the store, and, given the role our client's store plays in supporting the wider vitality of the town centre, there is also scope for other businesses in the town centre to be negatively impacted.

In respect of point (iv), as we have noted above, the Swan Meadow Car Park is used by many Partners who work at the Waitrose store given the restriction on the Fairygate car park as a short stay car park. The increases to the parking fees which are proposed here, including a 150% increase on a monthly permit and a 122% increase on a three month permit, are wholly unjustified. Such increases will represent a substantial additional financial commitment for Partners and other residents who purchase permits for the car park, during a cost of living crisis and continued and persistent high levels of inflation. For other uses, as above, they will serve to discourage usage of the town centre and towards competing facilities where free or cheaper car parking is available.

Whilst the financial benefits to the authority of increasing parking charges is noted (and indeed is understood to the driver behind the proposals), seeking the introduction of such measures is failing to understand the wider impacts of such measures on town centre vitality and viability. The evidence which has been prepared by the Council's consultants in support of increasing the parking charges fails to fully consider this point. Instead, the discussion between town centre footfall and parking charges which has been included in the report appears largely generic, references a number of reports which could be argued to be out of date (various reports dated from between 2012 and 2015 are cited) and cites evidence from the University of Rotterdam, the findings of which should not be assumed to be directly relevant to the proposals in question. There appears to be a clear lack of assessment at the local level of what the impacts of the proposed increases in parking charges will be on the health and viability of Saffron Walden town centre.

We are also of the view that proposals to increase parking goes against the grain of the approach taken by many authorities, who have recognised that affordable / free car parking can positively impact a town centre by bringing in additional footfall and spend. Bedford Borough have recently trialled four hours free car parking in Bedford town centre, and proposals for two hours free car parking on a daily basis is shortly to be debated by Swindon Borough Council. Durham County Council has confirmed they plan to reconsider recent proposals to charge for car parking after 2pm following concerns it may be contributing to a decline in footfall in the County's town centres.

On the basis of the above, on behalf of our clients we object to the proposals and strongly request that the Council consider alternative means of additional revenue generation. The Council will be aware that town centres in general remain in a precarious position as a consequence of changing consumer habits, and many authorities across the country have sought to reduce or remove town centre car parking charges in order to help support healthy town centres. The current proposals by the Council thus seem highly counter-intuitive in this respect, and it is hoped the Council will reconsider its approach.

I would be grateful if you could please acknowledge receipt of these comments. On behalf of our clients, we wish to be kept informed with any further consultations and the next steps which the Council are proposing to take in respect of this matter.

Yours sincerely

ADAM BUNN Senior Associate

cc — Lisa McDonald, John Lewis Partnership

From UTTUESFOLD DISTRICT COUNCIL.

3165 JAN 2024

I am writing re. your "consultation" over its proposed clanges to conditions/clarges got partering in soft wastern water the first point it wish to note and complain about is that your notice in the local paper an internet/www. Rodress for It's "consultation" - no postal address. Over 10% of people do not lace occess of over the internet (for various reasons - medical and funancial) - hance my writing this letter.

To come back to the clanges you wish to make, and

some you cave already made.

1) To mereace the clowdes is perhaps neceptable is

only by a small amount = say 10%

De sto clarging for Sunday parking I stronkfly oppose itis. As well as not toning the internet or "smart" prone I also avoid using electronic money transactions. You have clanged all the pay makine to not accepting each so I can not use them. Consequently I am only able to shop/visit in Sayfron Walden for any length of time on Sundays.

To stop free sunday parking is furthand DISCRIMINATION towards myself and others who can not use itese machines.

9 rope Itesis points will be taken with some serious news - as 9 am prepared to take Item gurlier - and 9 Itank you if Item over.

fours,



Date: 01.02.2024

### Comments made at DPC meeting 24.01.24 by councillors and public included:

Sunday charges to be introduced and day charging extended to 6pm. Most shops close at 5.30pm, thus targeting those who work in town to pay more to cover their hours, thus affecting businesses footfall employer/employee income.

30 mins parking to be abolished in Saffron Walden only - other towns in Uttlesford keep the 30 mins option, i.e. Stansted and Dunmow. This will force SW residents and visitors to pay for an hour with increase up to £1.50.

Why do residents coming in from rural areas around outskirts of Saffron Walden, **pay more than anywhere else in Uttlesford?** This has always been the case and once again we see fees are more in this new proposal. Dunmow is a very busy, popular little town with a great choice of shops, and facilities, yet their charges are less. As are Stansted charges. SW-£1.50 one hour, elsewhere is only £1.20. Two hours in SW will be £2.20. Everywhere else its £1.70. It seems residents in SW area are subject to an unfair postcode lottery system.

It used to be that a council had to provide some free parking near a town centre. Obviously, this is no longer the case, as car parks currently free (and on outskirts of town) are now to impose the same tariffs as the more central parking options. Also to impose fees on a Sunday, giving no free options whatsoever, especially for those who park to use the play areas and Bridge End Gardens, football facilities and open spaces on the Common and just off Catons Lane. I feel this targets everyone, especially the elderly and young families with children, seeking outdoor space, or hoping to attend community events/activities, especially in the summer months.

Increased charges will be the final nail in the coffin for local shops and businesses already (cost of living crisis, increase in business rates/rent, goods, etc.) struggling as parking price increases and a lack of free parking will further drive customers/clients and staff away.

Waitrose currently refund 70p one hour parking to its customers. Will they now be footing the bill for the increases, once again a supermarket/business which should be a draw on footfall, but now making losses each day. How will it manage to survive in today's climate, with increased pressures.

Is UDC simply installing a money-making exercise or is it a lean towards pedestrianisation on the grounds of safety, aesthetics and air quality? If it is the latter then surely car parks on the edge of town, such as Swan Meadow, should have its costs remaining as they are or reduced, to encourage parking 'outside of town' thus reducing traffic in the centre.

### Summary

- It will affect trade in Saffron Walden and also sustainability of local businesses.
- Decrease in footfall will cause new development to become less sustainable. This links to the UDC Local Plan.
- Detrimental to those in rural areas, without bus services, who have no choice but to drive into towns, and pay more.
- Is this a precursor, to pedestrianise the town centre?

- Why do residents in Saffron Walden area pay more for their parking than other areas in Uttlesford?
- Current Free parking areas will now be charged, paid meters or residents parking only, creating a decrease in town footfall.
- Those using parking apps will now pay an extra 10p on top of the increased parking fees, something that business and staff/employees in town will be using all the time to top up their parking time, thus affecting their income.
- Periphery parking will charge the same as central parking, despite in some cases being a 15-20 min walk from the town centre.



Saffron Walden Business Improvement District 9 Market Row Saffron Walden Essex

1<sup>st</sup> February 2024

### **Dear Cllr Hargreaves**

We write to you on behalf of Saffron Walden Business Improvement District (SWBID) to share with you our serious concerns about the car park proposals outlined in your latest car park consultation.

As you are aware, we represent the business community of the Saffron Walden town centre and over the past three weeks we have drawn their attention to your consultation and have urged them, their customers and clients to respond accordingly. We have also ran a petition, both online and in hard copy, on their behalf. Please find the link to the petition here: <a href="https://www.change.org/saffronwaldenparking">https://www.change.org/saffronwaldenparking</a> To date we have generated over 900 signatures online from residents and town centre workers and we will be presenting our hard copy petition to you next week.

On behalf of the town centre business community we strongly oppose the changes outlined in your consultation document most notably the excessive tariff increases, the removal of Sunday free car parking and the removal of free parking at Catons Lane.

Please find attached to this letter an appendix which shows a selection of comments made by residents and town centre workers via our petition. Additional comments can be found within the online petition, see link above. You will see the strength of opposition and genuine concern for the future of our high street.

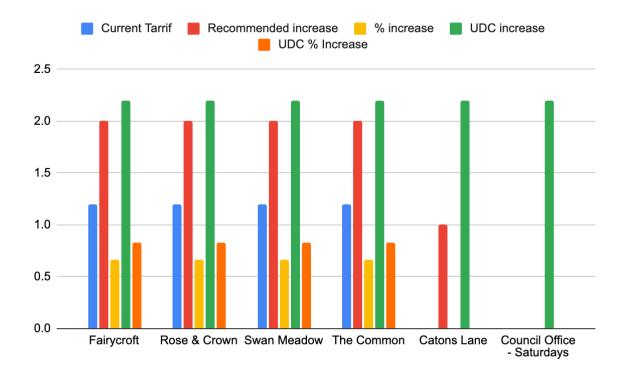
We want to take this opportunity to provide you with our observations and share with you the concerns which have been raised to us over the past few weeks We conclude with a number of recommendations to be considered by Uttlesford District Council councillors.

### **Increase in Tariffs**

Parking Matters Ltd was commissioned by Uttlesford District Council (UDC) to carry out a comprehensive parking study in 2022. This was with a view to reviewing the car park tariffs and season tickets across the district to align them with the current commuting and retail environment within Uttlesford. However we want to emphasise that one must consider the

very different circumstances and the cost of living crisis that has affected us all since this consultation was carried out.

Parking Matters has suggested price increases in line with the retail price index, taking into account how the price change will affect footfall in the town. For example, the one hour charges has been recommended to increase from 70p to £1.00. However UDC has subsequently recommended that there should be an increase to £1.20; this is an increase of 71%. It is evident that UDC are continuing with this across the board. The two hour charges have been recommended by Parking Matters to increase from £1.20 to £2.00. However again, UDC recommends plans to increase it by 83% to £2.20 an hour. Please see our chart below which shows these prices increases;



We understand that parking creates revenue for UDC and we appreciate that parking has not been increased since 2015. However we are somewhat concerned that having commissioned a consultant to assess and suggest new tariffs for parking in Uttlesford, aligned to other towns in Essex and the surrounding counties, UDC has chosen to disregard their recommendations and increase prices on all areas of parking ranging from 34% to 133%.

Certainly the impact of the increased parking fees on the town centre's vitality is a crucial consideration for UDC councillors. If the majority of revenue generated from car parks is derived from individuals who work and shop in the town centre, raising parking fees could deter these individuals, potentially leading to a decline in footfall, overall economic activity and in turn parking revenue.

## Free Parking

UDC is recommending to remove free Sunday parking in all its car parks. We believe this will have a significant knock on effect with antisocial parking where national parking restrictions do not apply on Sundays. Already we see parking all along George Street, High Street and Hill Street on Sundays and this will only be exacerbated.

Free Sunday parking acts as a draw to our town and its shops and business and it is noted that many restaurants and cafes are now trading on Sundays. Removing free parking could deter shoppers and visitors that also enjoy the town's rich cultural attractions. This will also have a negative impact on Sunday trading which has picked up since Covid lockdowns.

UDC also recommends removing free parking at its council offices on London Road on weekends. This again will push people into parking in residential streets and will add to the exasperation of residents.

UDC also recommends removing free parking in Catons Lane. The businesses located in the town centre are very concerned about the knock on effects of this since they recognise that Catons Lane is used primarily by many town centre employees. Businesses are worried that staff recruitment will be negatively impacted. Potential employees will be deterred from working in the town centre as parking is already expensive and diminishes their earnings. If businesses can't recruit locally they could look to relocate their premises elsewhere thereby negatively impacting the vibrancy of our town.

Increasing parking fees is the opposite approach to that taken by many local authorities. We believe a free parking period would encourage footfall and in turn increase economic activity.

# **Season Tickets**

UDC is recommending very large increases in season ticket charges. Again, we can see that Parking Matters recommended increases in line with inflation but it appears that UDC has increased all tariffs and added a new charge at Catons Lane car park. See breakdown and chart below:

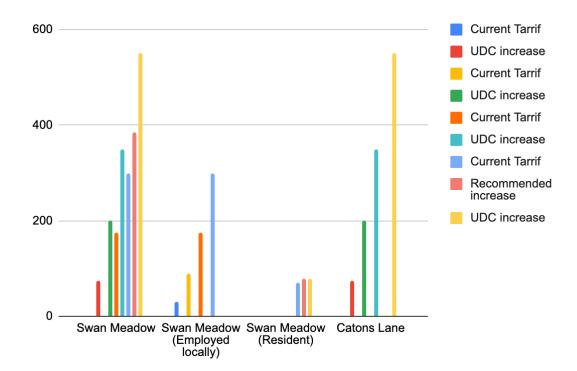
Typical parking increases:

1 month suggested increase from £30 to £45. UDC propose £75.00

3 months suggested increase from £90 to £135. UDC propose £200.00

6 months suggested increase from £175 to £220 UDC propose £350.00

12 months suggested increase from £300 to £385 UDC propose £550.00



These significant increases will undoubtedly affect employees. As most town centre workers work within the retail and hospitality sectors the majority of them are on minimum wage. A new charge of £550 - £900 per year will be so hard for them to afford. It would be unreasonable to expect employers to be able to take on this extra expense on behalf their staff when already business costs are at all-time high. There is also the issue that only those able to afford to pay a full year in advance are the ones who benefit from the cheapest 12 month ticket. Those least able to do this will have to pay on a monthly basis which will equate to £900 per year. This is not acceptable and will be another major deterrent to working in the town centre. We believe that this will also push workers into residential parking, again frustrating local residents. It must be emphasised that there is limited public transport links into and out of Saffron Walden and no free park and ride service or other alternative solutions. For the majority, using a car is the only option.

We also question why a Saffron Walden season ticket is £100 more expensive than Dunmow and Stansted Mountfitchet. This seems incredibly unfair to all concerned. It also appears that all Saffron Walden parking charges are proposed to be the highest in the district. This is unreasonable and unfair to both residents and town centre workers since the offerings between Saffron Walden and Dunmow are not dissimilar.

In conclusion, on behalf of our members, we request you to consider the following recommendations:

- 1. Sensibly weigh up the short-term financial gains from increased parking fees against the potential long-term consequences for the town centre's economic health, local business and the overall well-being of the community.
- 2. Reconsider your proposals and at the very least bring the tariff price changes back in line with the recommendations made by Parking Matters.

- 3. Reconsider the enormous price changes both annually and monthly for Swan meadow season tickets primarily used by town centre workers. It would be beneficial to create a special 12 month payment scheme for town centre employees since annual payment for some is an extremely large sum to pay up-front. Some larger companies offer this to employees but Saffron Walden mainly consists of small independent traders.
- 4. Keep Catons Lane as a free car park for town centre employees and those parents who use the car park for school drop off and collection.
- 5. Introduce special loading permits for town centre businesses who don't have commercial vehicles. We have asked for this for many years on behalf of our members.
- 6. Implement a trial of free parking for 2 hours.
- 7. Explore alternative revenue-generation strategies that do not compromise the town centre's vitality and future viability.

We would welcome a meeting with you discuss the recommendations and perhaps together we can bring about some changes that are agreeable for all.

Yours sincerely

Shara Vickers & Julie Redfern

Saffron Walden Business Improvement District Chair & Vice Chair

#### Appendix 1

#### A selection of comments taken from online petition

This is a terrible idea that will cripple businesses and make it very difficult for people who work in Saffron Walden to park close to where they work. If this is put in place then people won't want to pay for parking and then will park further out in residential streets. This is terrible plan and not thought through at all.

I have a shop in Saffron Walden. Times are already tough in the independent sector in particular. Please don't finish us off by putting off people coming into town! One of the reasons people come here rather than Cambridge is that the parking is reasonably priced. Don't change that!

This excessive increase will serve to vastly reduce footfall of shoppers. Worse than this, it is already hard enough to recruit staff, this will further dissuade potential employees. Yes the business could pay their parking, but that does not help the shoppers. Surely the answer is lower car parking costs not higher. This will stop the need for those trying to park from driving around and around trying to find a cheaper or free space. Lower fees lead to consequently more employees, greater footfall,

businesses staying open and better for the environment as less fumes/Co2. Lower the fees considerably find other methods to cover costs. More successful business will cover the cost. NB we need working CCTV Better lighting and dangerous pot holes repaired in the car parks to make them safer.

By increasing parking charges UDC will reduce footfall in the town centre and therefore impact our local businesses

Higher charges will reduce the number of people visiting the town for shopping, eating and entertainment which will impact local businesses and livelihoods.

I am a charity shop manager who volunteers need to use the car parks in Saffron Walden. They give up their time, use their vehicles, their fuel and pay parking themselves. This increase (with the current financial crisis) is just too much and I could lose volunteers.

Those that still want to visit the town will end up parking in the already crowded residential streets.

Raising the charges and increasing the length of charges to 6pm as well as charging on Sunday will ensure more people will travel out town to areas with reduced or free parking which will impact the businesses who rely on footfall. Those of us who travel into town for work as well as leisure already find it difficult to find parking. Swan Meadow is not friendly for hours before dawn and after dark as it is not well lit and there is insufficient cctv in the car parks as it is.

It will decrease visitors to the beautiful town of sw and cause a loss of trade to local businesses

Because this is not helpful to get people to visit the town to spend money and it's another nail in the coffin for the town centre

Higher charges puts people off shopping there. Traders, especially small independent ones need all the support and customers we can give.

It isn't fair on the independent retail shops they will lose business. We will also get more parking in our streets closer to town where we live which we don't want. There is a cost of living crisis people do not have endless supplies of money. Please be fair and leave the charges as they are.

It is vital to keep footfall in our small town centre 7 days a week

This increase will help to destroy our shopping centre and market days.

I worry our local independent shops struggle to compete with B&M and Tesco at the current parking prices.

This increase will impact on the vitality of the town, as shop owners will lose their customers to towns offering cheaper /free parking,

You're going to destroy one of the last remaining places it's enjoyable to shop. Value your town please!

A disproportionate increase in parking charges, and the abolition of free Sunday parking will certainly decrease the frequency I visit Saffron Walden town. As will others. The small businesses and town

will suffer as a consequence.

Do not take away free parking spaces.

I run a business in town, and use town regularly as a local. We need to be encouraging people into the centre of town - increasing parking won't help this. How about keeping the status quo and finding another way of making money to invest in public transport links into the town instead?

It is damaging to shops and businesses in our town and merely to increase income. This is a rural area where car transport is a necessity not a luxury.

The market and surrounding shops are the life blood of Saffron Walden, raise the parking fees and the public will go elsewhere, just like they have all over the country leaving town centres dying.

As a small business owner, I am signing because the massive increase in parking costs will not only have a major impact in the cost of getting to work for my employees, but it will also reduce the number of people shopping or visiting the town to access services.

It seems to be unfair to local residents and will stop people just popping in for a quick shop

We need to bring more people into town not push them away.

Increased charges will kill the business in the town.



# Uttlesford District Council Equality & Health Impact Assessment (EqHIA)

#### **Document control**

Title of activity:	Review of Car Park management and tariffs
Lead officer:	Angela Knight, Director – Business Performance and People
Approved by:	Peter Holt – Chief Executive
Date completed:	9 January 2024
Scheduled date for review:	This is an impact assessment based on the proposals which are subject to a formal consultation. The responses will be considered at Cabinet on the 20 February 2024 and if proposals are agreed there will be a formal bi-annual review with an informal review during budget setting for financial year 2025/26.

Please note that EqHIAs are **public** documents and must be made available on the Council's EqHIA webpage.

When completed, a copy of this form should be saved with the activity a policy, strategy, procedure, project, new or change in service, initiative, or other's file for audit purposes and in case it is requested under the Freedom of Information Act.

When the EqHIA is completed send a copy to the following email address - EqHIA@Uttlesford.gov.uk

# 1. Equality & Health Impact Assessment Checklist

Please complete the following checklist to determine whether or not you will need to complete an EqHIA and ensure you keep this section for your audit trail. If you have any questions, please contact your Divisional Equality Lead. Please refer to the Guidance in Appendix 1 on how to complete this form. When EqHIA is completed send a copy to the following email address <a href="EqHIA@Uttlesford.gov.uk">EqHIA@Uttlesford.gov.uk</a>

About your activity

Abc	About your activity				
1	Title of activity		Car Park Review		
2	Type of activity		Review of income and management processes		
3	Scope of activity		all the counc types and ch how we man at introducin reviewing sh	will look at the currer cil car parks, to include arges. The review whage the use of our cong charging to curren fort and long stay opets are offered.	de season tickets vill also look at car parks, looking t free car parks,
4a	Are you changing, introducing a new, o removing a service, strategy or function?	policy,	Yes		
4b	Does this activity har potential to impact (or positively or negative people (9 protected characteristics)?	either	Yes	If the answer to any of these questions is 'YES',	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question <b>6</b> .
4c	Does the activity have potential to impact (expositively or negative any factors which depeople's health and wellbeing?	either ely) upon	Yes	please continue to question <b>5</b> .	
5	If you answered YES	):		plete the EqHIA in Please see Appendi	
6	If you answered NO:	Please provide a clear and robust explanation on why your activity does not require an EqHIA. This is essential in case the activity is challenged under the Equality Act 2010.  Please keep this checklist for your audit trail.			
Con	npleted by:	night, Director – Business Performance and People			
Date: 9 January			2024		

# 2. The EqHIA – How will the strategy, policy, plan, procedure and/or service impact on people?

#### Background/context:

The council in partnership with the North Essex Parking Partnership (NEPP) commissioned a Parking review across the district, this was carried out by an external company with expertise and experience in parking, Parking Matters Ltd. One specific area of the review looked at our current parking tariffs which have not had a complete review for 8 years, current tariff charges were implemented in 2015. A further detailed review was then commissioned to focus on our car park tariffs and the way we use our car parks. This review identified that it would be reasonable to increase our charges across all our car parks and provided proposals for more efficient and effective management of our car parks.

A full report was presented to members setting out the full proposals and this can be found using the following link, this link includes access to the external consultants report and recommendations and benchmarking data.

Agenda for Cabinet on Monday, 18th December 2023, 7.00 pm - Modern Council (moderngov.co.uk)

All proposals are subject to a period of formal consultation and responses will be fully considered by members before the proposals are ratified.

#### Who will be affected by the activity?

**Local Business and Organisations** 

Residents and visitors to the district using our car parks

Town and Parish Councils

Car Park owners/leaseholders who the council manage the car parks for

Protected Characteristic - Age: Consider the full range of age groups			
Please tick ( the relevant	,	Overall impact:	
Positive		The parking charges apply to users of all ages of the car parks.  There are no differentials in charges or the way the car parks can be	
Neutral	✓	used based on age.	
Negative		*Expand box as required	
Evidence:			
The proposals do not include any criteria relating to age.			

\*Expand box as required

Sources used:		
		*Expand box as required

		cteristic - Disability: Consider the full range of disabilities; including	
		sensory and progressive conditions	
Please tick ( the relevant b	,	Overall impact:	
Positive	✓	Users with a blue badge (proof of disability) can park free of charge for any period, this is not restricted to disabled bays. Once the disabled	
Neutral		bays are full, holders of a blue badge can park in any bay free of charge on the condition that they are displaying a valid blue badge.	
Negative		*Expand box as required	
Evidence:			
The draft ca directive.	r parl	king order and all documentation in the consultation supports this	
		*Expand box as required	
Sources us	ed:		
		*Expand box as required	

Protected Characteristic - Sex/gender: Consider both men and women			
Please tick ( the relevant	,	Overall impact:	
Positive		The parking charges apply to all users of the car parks.  There are no differentials in charges or the way the car parks can be	
Neutral	<b>✓</b>	used based on sex or gender.	
Negative		*Expand box as required	
Evidence:			
The propos	als do	not include any criteria relating to sex or gender.	
		*Expand box as required	
Sources us	sed:	*Expand box as required	

Protected Characteristic - Ethnicity/race: Consider the impact on different ethnic			
groups and nationalities			
Please tick (✓)	re tick (🗸) Overall impact:		
the relevant box:			
Positive	The parking charges apply to all users of the car parks.		

Neutral	✓	There are no differentials in charges or the way the car parks can be used based on Ethnicity or Race.	
Negative		Expand box as required	
Evidence:			
The proposals do not include any criteria relating to Ethnicity or race.			
		*Expand box as required	
Sources used:			
		*Expand box as required	

<b>Protected Characteristic - Religion/faith:</b> Consider people from different religions or beliefs including those with no religion or belief			
Please tick ( the relevant	,	Overall impact:	
Positive		The parking charges apply to all users of the car parks There are no differentials in charges or the way the ca	
Neutral	✓	used based on Religion or Faith.	
Negative		*/	Expand box as required
Evidence:	•	•	,
The propos	als do	not include any criteria relating to Religion or Faith.	Expand box as required
Sources us	sed:		
		*/	Expand box as required

Protected	Chara	acteristic - Sexual orientation: Consider people who are heterosexual,		
lesbian, gay		• • •		
Please tick ( the relevant	,	Overall impact:		
Positive  The parking charges apply to all users of the car parks, There are no differentials in charges or the way the car parks ca		The parking charges apply to all users of the car parks,  There are no differentials in charges or the way the car parks can be		
Neutral	✓	used based on sexual orientation.		
Negative		*Funeral house required		
Evidence:		*Expand box as required		
The propos	als do	not include any criteria relating to sexual orientation.		
		*Expand box as required		

Sources used:	
	*Expand box as required

Protected Characteristic - Gender reassignment: Consider people who are seeking, undergoing or have received gender reassignment surgery, as well as people whose gender identity is different from their gender at birth Please tick (✓) **Overall impact:** the relevant box: The parking charges apply to all users of the car parks, **Positive** There are no differentials in charges or the way the car parks can be used based on gender. ✓ Neutral **Negative** \*Expand box as required Evidence: The proposals do not include any criteria relating to gender or gender reassignment. \*Expand box as required Sources used: \*Expand box as required

Protected Characteristic - Marriage/civil partnership: Consider people in a marriage or							
civil partnership  Please tick (   Overall impact:							
the relevant box:		Overall impact.					
Positive		The parking charges apply to all users of the car parks, There are no differentials in charges or the way the car parks can be					
Neutral	✓	used based on married couples or people in a civil partnership.					
Negative		*Expand box as required					
Evidence:							
The proposals do not include any criteria relating to married couples or people in a civil partnership.							
		*Expand box as required					
Sources used:							
		*Expand box as required					

		cteristic - Pregnancy, maternity and paternity: Consider those who those who are undertaking maternity or paternity leave			
Please tick (✔) the relevant box:		Overall impact:			
Positive		The parking charges apply to all users of the car parks, There are no differentials in charges or the way the car parks can be			
Neutral	✓	used based on pregnancy.  Maternity and Paternity would not be applicable in this review			
Negative		*Expand box as required			
Evidence:	ı	Lxpand box as required			
The proposals do not include any criteria distinguishing or relating to pregnancy.					
		*Expand box as required			
Sources used:					
		*Expand box as required			

Socio-econ background		status: Consider those who are from low income or financially excluded					
Please tick (✓) the relevant box:		Overall impact:					
Positive		Tariff and season tickets increases were presented with 3 options for members to consider. The second option for tariffs and the third option					
Neutral		for season tickets was proposed by members for consultation.					
Negative	<b>✓</b>	The higher the costs the more impact it will have on residents with a low income.  The increase in season tickets for locally employed workers could have a disproportional impact on lower paid workers. Most of the employed work in the areas with car parks are in the retail and hospitality sectors which are known to be low-paid industries.					
Evidence:		*Expand box as required					
Sources us	od:	*Expand box as required					
*Expand box							

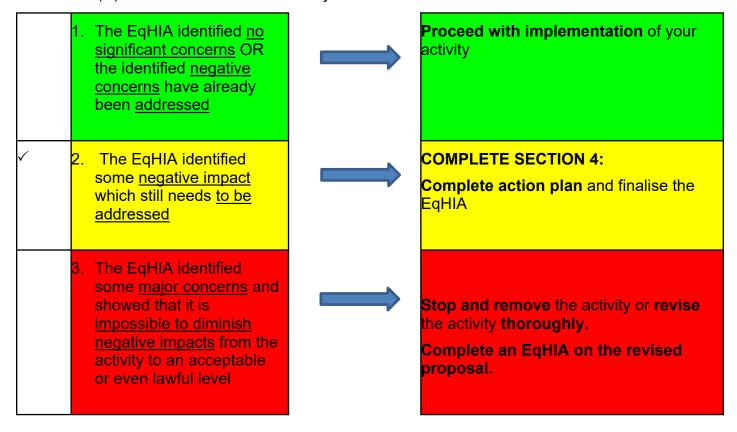
		th and wellbeing be positively promoted through this activity? Please use 'ellbeing Impact Tool in Appendix 2 to help you answer this question.					
Please tick (		Overall impact:					
the relevant boxes that apply:		Configuration and Configuration and Configuration					
	piy.	Crafton Green – Long stay option removal and Sunday Parking					
Positive		Included in the proposals for consultation was the removal of long st					
Neutral		parking from Crafton Green in Stansted.					
Negative	<b>√</b>	The Touchpoint Centre, which is a charity offering support to the vulnerable and financially excluded residents in the district could be negatively affected. The Centre offers a range of support, food share, somewhere to go and have a cup of tea, warmth and company. The removal of long stay could have a detrimental effect on both volunteers being able to attend for periods in excess of 3 hours and users of the Centre.  The Centre also offers a Sunday scheme where they show a film/put					
		on activities and this is focused on supporting residents who are socially isolated. The Sunday charging could detrimentally affect this sector of the community.  Further concerns have been raised that Sunday parking has a disproportionate impact on the elderly in particularly those attending church services.					
		*Expand box as required					
		Do you consider that a more in-depth HIA is required as a result of this brief assessment? Please tick (✓) the relevant box					
		Yes $\square$ No					
Evidence:	Cons	ultation responses					
		*Expand box as required					
Sources used:							
		*Expand box as required					

**Health & Wellbeing Impact:** Consider both short and long-term impacts of the activity on a person's physical and mental health, particularly for disadvantaged, vulnerable or at-risk

### 3. Outcome of the Assessment

The EqHIA assessment is intended to be used as an improvement tool to make sure the activity maximises the positive impacts and eliminates or minimises the negative impacts. The possible outcomes of the assessment are listed below and what the next steps to take are:

Please tick (✓) what the overall outcome of your assessment was:



## 4. Action Plan

The real value of completing an EqHIA comes from the identifying the actions that can be taken to eliminate/minimise negative impacts and enhance/optimise positive impacts. In this section you should list the specific actions that set out how you will address any negative equality and health & wellbeing impacts you have identified in this assessment. Please ensure that your action plan is: more than just a list of proposals and good intentions; sets ambitious yet achievable outcomes and timescales; and is clear about resource implications.

Protected characteristic / health & wellbeing impact	Identified Negative or Positive impact	Recommended actions to mitigate Negative impact* or further promote Positive impact	Outcomes and monitoring**	Timescale	Lead officer
			To be reviewed and completed following the Cabinet meeting on 20 February 2024. This meeting will confirm the outcome of the proposals following review and discussion on the consultation responses. This will inform whether an action plan is required.	February 2024	Angela Knight

#### Add further rows as necessary

<sup>\*</sup> You should include details of any future consultations and any actions to be undertaken to mitigate negative impacts

<sup>\*\*</sup> Monitoring: You should state how the impact (positive or negative) will be monitored; what outcome measures will be used; the known (or likely) data source for outcome measurements; how regularly it will be monitored; and who will be monitoring it (if this is different from the lead officer).

# 5. Review

In this section you should identify how frequently the EqHIA will be reviewed; the date for next review; and who will be reviewing it.

Review: Annual Review

Scheduled date of review: January 2025

**Lead Officer conducting the review:** 

Angela Knight – Assistant Director – Business and Change Management