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Uttlesford District Council

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 3 - 122

To consider the Car Park Review Consultation Response.



Uttlesford District Council

Chief Executive: Peter Holt

For information about this meeting please contact Democratic Services

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Committee:	Scrutiny Committee	Date:	Tuesday, 13 February 2024
Title:	Car Park Review and Consultation Responses		
Report Author:	Angela Knight, Director of Business Performance 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

9. 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](#)

Impact

10.

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 [Uttlesford car parking review 2022 - Uttlesford District Council](#)
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 Lane 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	<9 hrs (all	Max Stay
Caton's Lane and London Road								
PML Proposal	-	-	£1.00	-	£2.00	-	£3.00	All day
Charges aligned with Swan 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
Faircroft								
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				
% Increase	-	71%	83%	60%				
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
Increase (£)	-	£0.50	£1.00					
% 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				
% Increase	-	71%	83%	60%				
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	
% Increase	-	71%	83%	-	60%	48%	34%	
Option 3 Proposed + 50p	-	£1.50	£2.50	-	£3.40	£4.00	£5.00	All day
Increase (£)	-	£0.80	£1.30	-	£1.40	£1.50	£1.50	
% Increase	-	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 Meadow (Saffron Walden) and Lower 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

	Existing				Option 1				Option 2				Option 3				Number held @ October 2023
	1 month	3 months	6 months	12 months	1 month	3 months	6 months	12 months	1 month	3 months	6 months	12 months	1 month	3 months	6 months	12 months	
Saffon Walden																	
Swan Meadow (employed locally)	£30	£90	£175	£300	£45	£135	£220	£385	£60	£160	£280	£440	£75	£200	£350	£550	124
<i>% Increase to existing</i>					50%	50%	26%	28%	100%	78%	60%	47%	150%	122%	100%	83%	
Swan Meadow (Resident)	-	-	-	£70	-	-	-	£78	-	-	-	£78	-	-	-	£78	44
<i>% Increase to existing</i>								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
<i>% Increase to existing</i>					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
<i>% Increase to existing</i>					33%	33%	54%	40%	83%	67%	92%	60%	117%	94%	131%	80%	
Lower Street (Resident)	-	-	-	£35	-	-	-	£78	-	-	-	£78	-	-	-	£78	23
<i>% Increase to existing</i>								123%				123%				123%	
Lower Street	-	-	£220	£420	-	-	£450	£775	-	-	£470	£795	-	-	£490	£810	6
<i>% Increase to existing</i>							105%	85%			114%	89%			123%	93%	

Table 2 – Season Ticket % discounts

Season Ticket existing discounts	Daily charge	Annual charge	Season ticket	Discounted %
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 tariffs	
	Cost	Discounted %	Cost	Discounted %	Cost	Discounted %
Swan Meadow						
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
Convenience 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 A further 186 are general responses	Very strong feeling about the level of increases. General comments agreeing that tariff increases are justifiable but should be in line with inflation. 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	£81,000 income reduction if option 1 charges are applied

Proposals	Responses rec'd	Summary of responses	Financial impact
	saying they disagree with all the higher charges	<p>falling footfall.</p> <p>Detrimental to charity shops and voluntary sector who cannot afford to pay higher charges whilst giving up their time.</p> <p>Lack of public transport makes visiting the town by car inevitable so no option but to pay higher charges.</p> <p>People will travel to other towns where parking is free (Ely is mentioned frequently) or cheaper.</p> <p>Comments made about the poor state of maintenance of the car parks and a lack of CCTV.</p>	
Remove 30 minute tariff in Saffron Walden	103	<p>Overall not well received.</p> <p>Removal of this affects residents dropping off their children, particularly those who attend RA Butler and St Thomas Moore and park in Faircroft.</p> <p>The school catchment area includes surrounding villages, parents have to drive to the school.</p> <p>Removal penalises people who just want to pop into town to pick up a prescription or quick bit of shopping.</p> <p>Concerns more people will park illegally or inconsiderately in nearby residential streets.</p>	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.)	<p>Cost of living is already affecting workers and businesses.</p> <p>The high percentage increases are disproportionately affecting the lower paid working sector as many of these work in hospitality or retail.</p> <p>Workers will choose to work elsewhere where they can afford to park.</p>	<p>£15,000 income reduction if option 2 applied</p> <p>£25,000 income reduction if option 1 applied</p>
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		<p>businesses.</p> <p>Low paid workers can park here which helps support retail and hospitality.</p> <p>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.</p> <p>A minority of comments from local residents who use this area to park.</p> <p>Used extensively by people wanting to visit Bridge End Gardens, the play park or dog walk in the area.</p> <p>Concerns about more people parking illegally or inconsiderately in nearby residential streets.</p>	<p>charging £64,000, management share agreement with SWTC - UDC estimated share £32,000</p>
London Road charging on Saturday's in line with Swan Meadow charges	66	<p>General comments relating to it no longer being a free car park and affecting trade and businesses.</p> <p>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.</p> <p>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.</p> <p>Too far out of town to be charged the same as other car parks.</p>	<p>£2,000 reduction in income if option 1 tariff applied on Saturdays instead of option 2</p>
Flat rate charging on Sundays and Bank Holidays	109	<p>Generally not well received.</p> <p>Affecting church goers who are coming to church in Saffron Walden.</p> <p>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.</p> <p>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.</p>	<p>Income £50,000</p>

Proposals	Responses rec'd	Summary of responses	Financial impact
		<p>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.</p> <p>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.</p>	
Remove long stay option from Crafton Green	13	<p>Affects the following groups:</p> <ul style="list-style-type: none"> • 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 <p>All assert that the walk uphill from Lower Street takes approx. 15/20 minutes which will stop people doing this.</p> <p>Concerns that this will merely push people into parking on nearby residential streets which already suffer issues with fly parking and commuter parking.</p>	The main impact would be loss of season ticket income currently approx. £4,000
Remove season tickets from Chequers Lane	2	<p>Will mean more people will park illegally or inconsiderately in nearby residential streets.</p> <p>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.</p>	<p>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.</p> <p>Locally employed will be able to purchase season tickets for</p>

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	<p>Majority of comments relate to the fact few shops were open after 5/5.30 so not sure what the point of this was.</p> <p>Penalising people wanting to pop into shops to pick up food/take aways after work</p> <p>Penalising local people who pop to the shops/pharmacy outside busy periods and take advantage of the free parking after 5pm</p> <p>Car parks are generally empty at this time so no justification to charge.</p> <p>Additional burden on working families paying to pick children up from after school childcare.</p> <p>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.</p>	£30,000 estimated additional income
Convenience fee	37	<p>General comments are that UDC should absorb this cost as we have promoted the app.</p> <p>People will stop using the app meaning they won't be able to extend their stay when needed. Detrimental to businesses.</p>	£25,000 cost to the Council if not applied

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

Waitrose plc – joint owner of Faircroft 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: [Paper Petition - Modern Council \(moderngov.co.uk\)](https://www.moderngov.co.uk/paper-petition).

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 car parks. 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

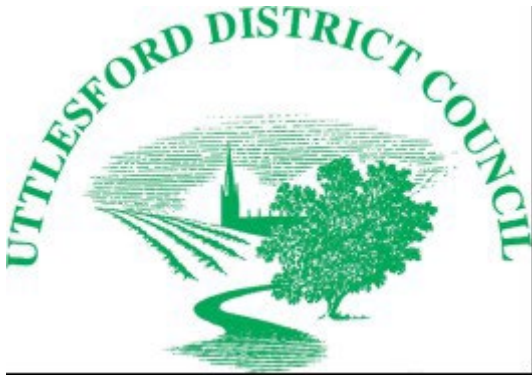
Risk	Likelihood	Impact	Mitigating actions
The income predictions are not achieved	2	2	Income will be monitored closely as part of the budget monitoring process to allow for early intervention if required
Footfall in the car parks reduces	2	2	User data will be collected on a monthly basis, this has been made easier to monitor with the installation of the new machines as part of the cashless initiative
Season tickets purchased decrease	2	2	<p>This is a medium risk but will be monitored, most season tickets are purchased by locally employed.</p> <p>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</p>

1 = Little or no 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'¹, 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.

¹ 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 centres². 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 management³.

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.

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

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 levels⁴.
- 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.

⁴ <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%	
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%	
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%	
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%	
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

P 2023

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

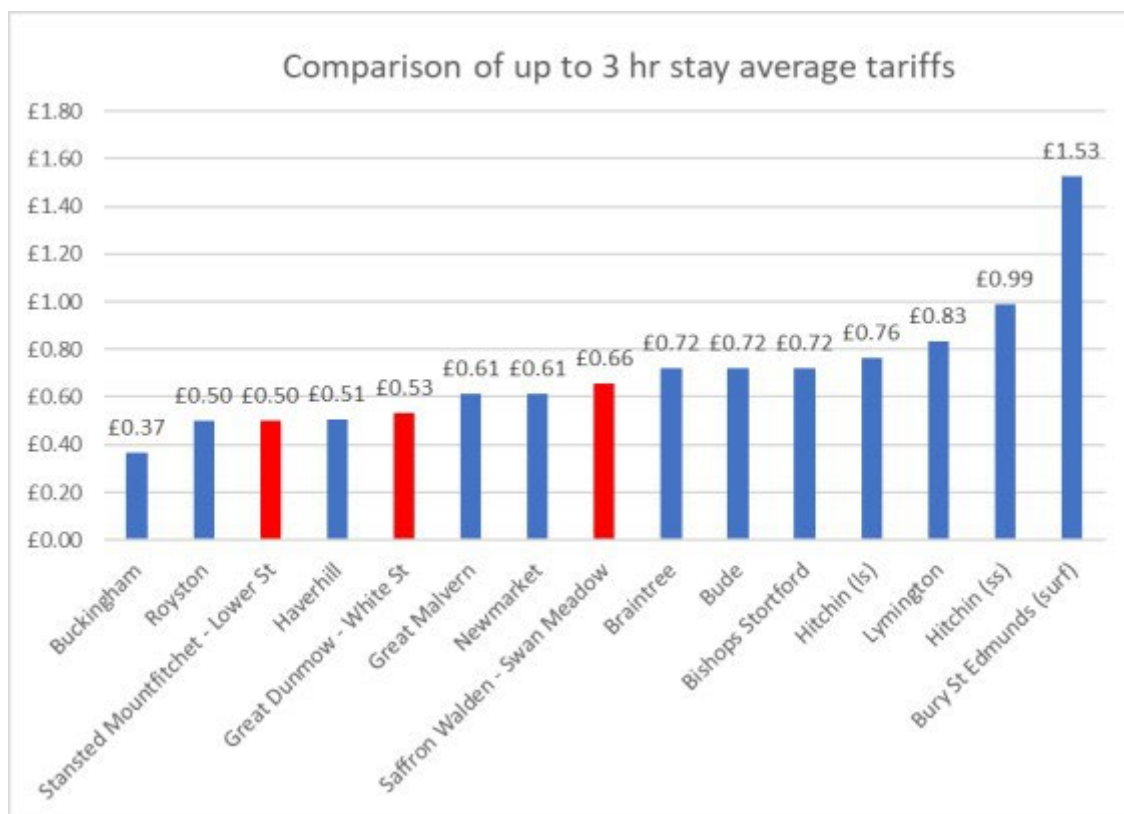
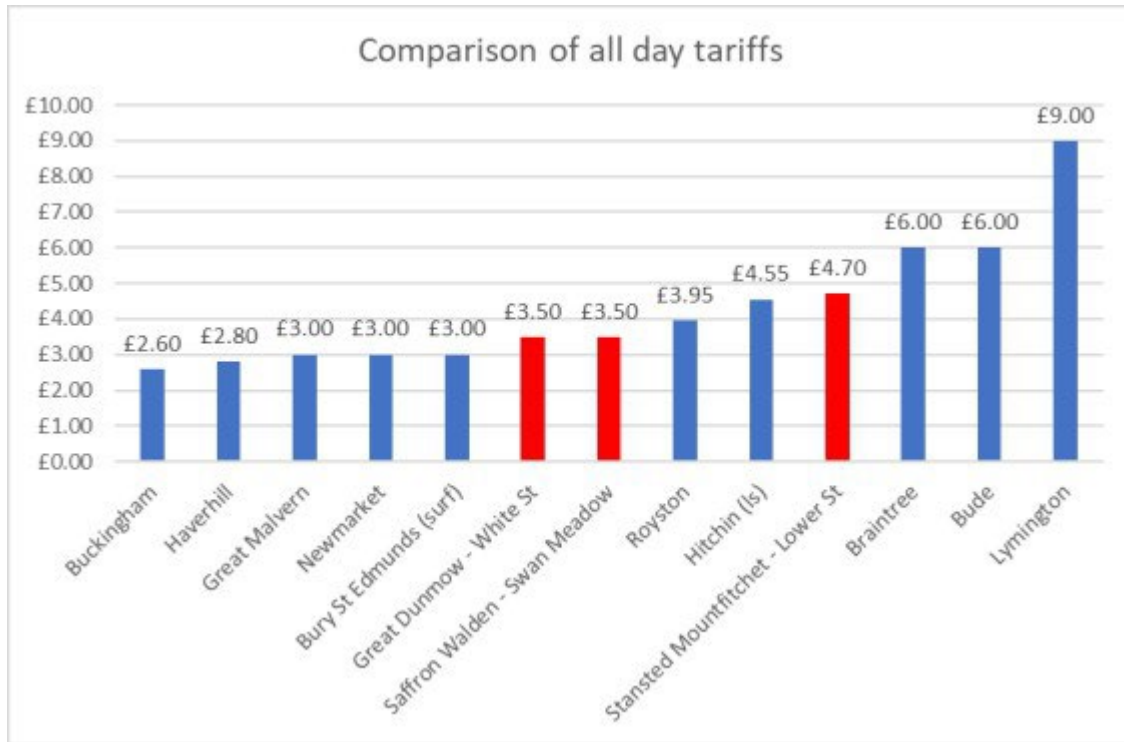


Figure 6. Longer stay tariffs comparison



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.)	Equivalent 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

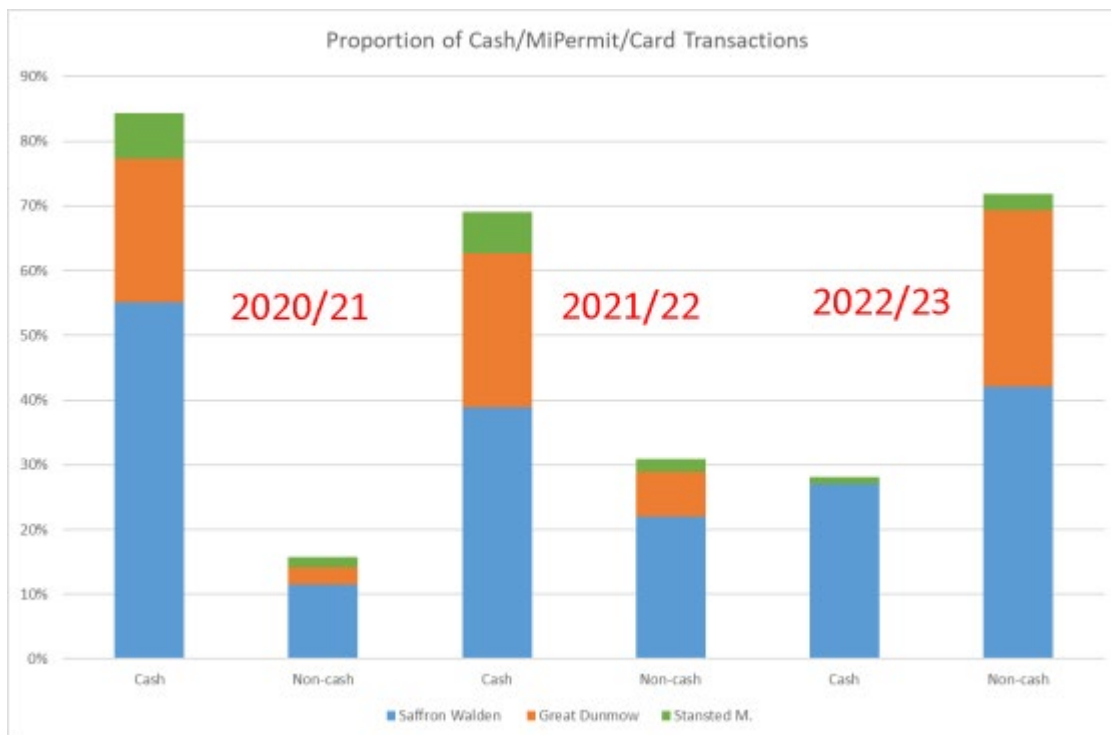
maintaining the app, customer support, and fraud prevention. UDC currently pays a 10p per transaction convenience fee. The majority of councils pass this cost onto service users. Colchester Council this year started to pass on these costs due to financial pressures and rising costs, but the convenience 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.

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

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

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 the same free parking concession should apply in car parks as it does on-street 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 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	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 style="list-style-type: none"> • 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 the ticket can be placed inside 	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
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

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

	Forecast Tariff Review 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

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 Faircroft 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

	Existing				Recommended			
	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

APPENDIX B

Status	Comments	Neutral or positive comments	General negative comments	Specific town mentioned	Tariffs	Season Tickets	Sundays	30 min SW tariff	Extra hour	Conv. fee	Catons Lane	London Rd	SW higher than other towns	Crafton Green max 3 hrs	Removal of Chequers Lane season tickets	Other interesting comments
resident	I broadly 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 available; in 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 sites are often used for short "one-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.	1		SW - Rose and Crown				1								Bays in Rose and Crown too narrow
resident	Sunday parking should remain free Sundays families 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 5pm then people will often stay and use the food outlets. Most people finish at 5 -5.30 so you are charging people for 1/2 hour for not using car park.You should also look at putting toilets in Swan Meadow car park coach 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 Dunmow 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 Meadow
Business	Are you stark raving mad or just having an early April Fools prank ? The proposals you make are absolutely beyond belief...an 83% increase to a season ticket at Swan Meadow is ludicrous ! 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 town....the bus services are atrocious, 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 & Ely....they do not charge the earth to park & people visit & shop. Let the town thrive....do 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 town....now its UDC's turn....don't let it die with your proposed parking charges.		1	SW												
Resident/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 business rates. Council bureaucrats interfering in this manner will discourage visitors to Saffron Walden and will reduce expenditure on local shops and businesses: all 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 FOR FREE without concern at limits from parking hour restraints. It is then possible to amble into Saffron Walden 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				
Resident/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 Meadow
resident	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								
resident	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 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. (Furthermore, 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 Swan Meadow carpark, however it is quite a distance from Castle Street. Walking from there, or carrying shopping, particularly 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)			SW		1					1					Concern re residents parking on Castle Street

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, 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.			SW																definition of parent/child spaces
resident	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 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!			SW	1					1										Fairycroft a 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 cost of living being so high.		1	SW																
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 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 been trying 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.			SW	1					1										Swan Meadow safety issues
Employee	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% increase going to effect employees it will also drive away the few regular customer our shops in Walden have, I understand that the tariffs have not 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.			SW						1										
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 because 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.			SW						1										Size of child spaces
Resident/visitor	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 these 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!			SW	1					1			1	1						
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 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.			SW						1					1					School parent
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 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			SW	1					1					1					School parent
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 aspirations of town shopkeepers, particularly with the plethora 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 reduced 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.		1	SW	1					1										
resident	I oppose them being increased. The current vfm charges encourage me to shop in saffron walden other than elsewhere and support local businesses. 70p 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		1	SW																
resident	Increasing ticket prices, removing 30 mins, removing free parking options, introducing Sunday and Bank Holiday charging and adding an mipermit fee will all work to deter people from coming 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			SW	1	1	1	1	1		1	1	1	1						School parent
resident	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 an 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.			SW	1	1	1	1							1	1				

resident	<p>Tariff increases</p> <p>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 required.</p> <p>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 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 have not experienced CP congestion problems.</p> <p>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.</p> <p>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 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> <p>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.</p> <p>R. I regularly park in Jackson Square CP, Bishop Stortford. The cost there for 1 hour 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> <p>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</p>			SW	1		1	1	1	1						Sundays - after 12 for churchgoers
Resident/business	<p>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 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 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</p>			SW	1		1	1		1						Introduce a reduced rate for locals
resident	<p>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 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 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. I do not object to the extension of the charging period to 6pm. I do object to the removal of the 30 minute tariff. There is a big demand for brief visits to one or two shops that take no longer than 30 minutes. I object strongly to Sunday and Bank Holiday charges. I object strongly to Catons Lane becoming chargeable as a long stay car park. This car park is used extensively by families, dog walkers and visits to Bridge End Gardens. UDC will be removing the last free car park for Saffron Walden, penalizing lower income families who have enough financial pressures already and who may only use this car park for a brief visit. Large developments on the edge of Saffron Walden mean that the town, Bridge End Gardens or Audley End are not accessible on foot for young children, the elderly or those who simply do not have time to walk and so people are regrettably forced to drive. I am in favour of incentives to encourage walking and cycling but this is too much stick and not enough carrot. I do not object to charges at London Road car park. I have no comments about season tickets at Crafton Green and Chequers Lane. I do not know the full implications. I do believe that removing long stay parking in Grafton Green may penalize employees of the town, especially those on low wages. No comment about hybrid season tickets other than to say employees should not be penalized. I have no objection to a reasonable increase in the cost of parking. I do believe that consideration should have been given to introducing a free charge period of up to 2 hours in the car parks which are not so extensively used, such as Swan Meadow at the far end for dog walkers who have nowhere else to park to access Audley End Park. I also like the idea that people should be charged for the period of use. This has been introduced in Bishops Stortford multi storey car park where you have the option to check in with your card and check out, so you are charged exactly for the time used. I appreciate that UDC has to increase revenue and has to raise car parking charges but please do not penalize low income groups that are struggling. I believe it is crucial to retain some FREE PARKING.</p>			SW			1	1			1		1			Should be pay on exit like Stortford
Resident/visitor	<p>My name is Kitty, and I am a 19-year-old University student, studying in Cambridge but living from home with my parents on Castle Street. I am a travelling student and am unable to park on Castle Street and have to use Catons Lane car park as the only free parking I can park my car. Parking is difficult enough as it currently is with only sometimes finding a space or having to wait around for a space to become available. The introduction of charges will significantly impact me as I will struggle financially to fund parking at my own home as I am a full-time student with very little income. I would also not be able to give up my car as there is no viable or reliable transport to Cambridge. With these points, would you consider keeping parking free at Catons Lane for residents living within a half mile radius? I really hope you will consider my points as this would cause a serious issue for me and people living in my area who rely on that car park as our only place to park.</p>			SW							1					
Resident/visitor	<p>My name is Joshua Webb and I am a second year University student in Cambridge. I live just outside Cambridge, however I spend half my time here on Castle Street with my other parent. As I am unable to have a resident permit due to the two per household rule, the only place I can park is Catons Lane. As I am a student with very little income I simply can't afford to pay for parking every day I come to see my parent. Please take these points into consideration before making this big change.</p>			SW							1					
resident	<p>Removing the half hour parking option is unhelpful. Likewise increasing the parking period to 6pm. While I support an increase in prices to support council costs these two items should remain to support car park users. Saffron Walden. While I can understand the need to increase parking charges having frozen them go a period the increases seem pretty hefty given the need to encourage people to use the local shops. In particular the removal of the half hour slot which is currently 50p means a substantial jump to £1.20 for a short stay to collect a prescription or similar</p>			SW				1	1							

resident	I 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 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 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 town with 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 park in 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							1	1										Pay on exit like Stortford. Higher cost of East St/Gold St on street parking
Resident	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 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!				SW	1			1										Poor maintenance
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 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 happy to do. Please keep the top of the SW common free as it's useful for dog walking				SW				1										
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 pop to town and will start to order more online.				SW										1				
resident	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 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 Fairycroft twice a day and walk to rab. I use 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 is really needed by parents. Thanks for reading this.				SW				1										School parent - Fairycroft
resident	I understand that council finances are precarious right now, but raising parking charges and introducing new charges at locations and times that were 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 businesses 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 places!)				SW	1			1										Church goer
resident	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 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			1	SW														
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. 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 be 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 increased problems with parking in residential areas and elsewhere.				SW	1			1										School parent - fairycroft
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 the town??? How can you encourage more shops, more shoppers and more spending to the town if you increase car parking charges 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.				SW	1	1	1	1									1	Poor upkeep of Swan Meadow
Resident	I am deeply concerned about the increases to car park charges. Particularly around the loss of the 30minute charging point. The school drop off and 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.				SW	1			1										School parent - fairycroft
resident	I object strongly to introducing charges on Sundays and public holidays. Charges on Sundays would affect churchgoers particularly and family visitors to the town.				SW				1										Church goer
Resident	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 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. 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!!				SW										1			1	School parent - Catons Lane. Works near Crafton Green)

resident/business own	With more and more commercial properties in the town being converted to residential(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 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 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 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.			SW	1	1	1													Introduce workers permit available via employer at same rate as a resident permit
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 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?	1		SW																
resident	To take away option of 30 minutes parking Is unnecessary. 30 minutes is a very useful option when picking orders up			SW						1										
resident	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 everyone on London Road using it as their parking area. Removing free parking from London Road Council Offices will encourage more people who want 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 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 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 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.			SW						1				1						Works at RAB and wants 30 min tariff for school parents. Lives in Little Larchmount which is used by residents of London Rd for parking; this will get worse.
resident	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 free, as they are currently. 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.			SW						1										Cognitive difficulties in using card machines
resident	These are over complicated and require excessive bureaucracy and manpower to properly enforce them and so become self defeating. By keeping the existing free parking areas it reduces the enforcement action required and encourages shoppers and visitors to Saffron Walden. These charges are 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. RdU seem to have forgotten their remit to the voters.			SW									1	1						
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 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 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 town. 3. Essentially this gives the message that visitors etc are not welcome in the town as once they were.			SW									1	1						
resident	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 car parks in the old days when they were free? No No No	1		SW																
resident	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 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 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 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 MiPermit. What a cheek - after providing this service and encouraging people to 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 increased significantly and we should be doing all we can to keep costs/increases at an absolute minimum.			SW						1		1	1	1	1					

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. 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 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 with inflation (fairer) and weights the increases to longer term parking at eg Swan Meadow in Saffron Walden while maintaining a tariff model that encourages fluidity with short visits in the heart of town. One that meets real needs (parking) not perceived or ideological requirements (EV charging).			SW	1				1									Charge more for EV bays as these are visitors not locals
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 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.			SW	1	1												
resident	The council should be encouraging visitors to Saffron Walden to maintain local businesses. The increase in charges, together with introducing charges to 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.			SW	1						1	1						Shopping scheme requested
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 and pick up.			SW					1									School parent - Fairycroft
resident	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 of 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 from one side of town to the other without going through the centre.			SW	1						1	1						
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 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...			SW	1													School congestion concerns
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 and no CCTV
resident	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 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 between 830 and 0900, and 1500 and 1545 to encourage parents not to drive up south road.	1		SW	1				1									School parent - Fairycroft
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 offering more free parking to encourage people in to the town, not drive them away with greedy increases.		1	SW														
resident/visitor	Will 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. It will affect every unit plus the market		1	SW														
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 parking at town car parks to bring 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. I urge you to rethink and see no benefit to this change. Surely money and time will be better spent elsewhere.			SW					1									School parent - Fairycroft
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 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 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 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 live here and parking is already creating a huge unpleasant problem.			SW	1							1						Lives in Little Larchmont - concerned London Rd will affect her even more
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 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 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 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 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 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 drop my partner to the station or go to the gym in the morning and try to return around the school run time I have to sit in the car for 45 minutes sometimes waiting for the school parents to leave.		1	SW														Station Rd resident - implement residents permit for central streets

resident	I think 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 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.	1	SW															
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 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...	1	SW															
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 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 pollution.....but eventually no shops. I for one won't be bothering with town centre anymore.	1	SW															
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															
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 parking.	1	SW															
RESIDENT	While I agree that parking fees could be slightly increased - the proposed fees are excessive. The abolition of the 30minutes option and increasing the cost 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 one of the local shops. This will lead to either more illegal parking or more likely people driving further afield 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.		SW	1					1									
resident	I realise that prices probably need a slight increase, however having the cut off point changed from 5pm to 6pm at Faircroft is unacceptable. If I need to 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 Faircroft car park on a Sunday I think may deter visitors from coming into S/W to sightsee, shop or have a meal.		SW						1	1	1							
Resident	1. People who work in the town do not receive a high wage in Saffron Walden, and they will struggle immensely to pay an additional average of £20 per 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!		SW	1	1													
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 parking charges seven days a week at your London Road car park.		SW	1	1							1	1					Make London Rd payable every 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 Meadows and Catons Lane and instead introduce daily charges to the users at the council office Carpark, 7 days a week.		SW	1	1							1	1					Make London Rd payable every day
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 do not have decent bus services in order to get into SW as alternative transport, so we have no choice but to drive 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	SW															
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 shop etc. I dread to think how bad parking will be in my street - Myddlyton Place - if car parking charges go up more so shoppers are less inclined to use the car park. Saffron Walden town centre already has too many empty businesses - surely increasing charges can only discourage potential visitors to the town.	1	SW															
resident/business own	Its 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 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.	1	SW															
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, Tesco, and the soon to be developed new Radwinter road supermarket. This will be detrimental to the town centre, and add to the ongoing exiting of small business lease agreements, and leaving more boarded up, whitewashed vacant shops around the high street. I agree to a minor increment in charge, but you should do this very incrementally, and perhaps try to be more creative in the solution.	1	SW															
resident	We park in the faircroft 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 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 parking on residential streets. The increase in car parking charges and lack of 30minute option is not sustainable for those who rely on parking here at 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		SW	1					1	1								School parent - Faircroft

resident	<p>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. 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 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 "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.</p>	1		SW						1									Some interesting comments. Better signage for Swan Meadow highlighted.
Business	<p>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 increase in revenue is going to be spent ... better lighting cameras ???</p>			SW		1													
	<p>I am writing to express my concerns over the proposed increases in parking fees especially in Saffron Walden.</p> <p>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.</p> <p>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.</p> <p>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 150% increase, how can that be justified?</p> <p>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 anyway.</p>			SW	1	1													
Business	<p>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 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 size keep it alive don't kill it off</p>		1	SW															
Visitor	<p>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. 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 already aggrieved local residents. On this basis, we do not support the proposals and implore you to consider this significant consequence for the parents of children at STM and RA Butler, please</p>			SW					1										School parent - Faircroft
resident	<p>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 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 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 minimum 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 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?</p>			SW		1		1					1						Town wide residents permit scheme needed
Resident	<p>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 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 more revenue but seem very likely to put people off visiting the town, disadvantage poorer residents / workers and lead to more parking problems for residential streets that are already severely lacking in parking spaces.</p>			SW			1	1	1			1	1						

resident	<p>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 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, perhaps to prevent people making comparisons. Such as comparison is provided in the review (https://tuttlesford.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) have very little parking and that is generally reserved for ministers or staff. The parish of St Mary extends to Swards End and Little Walden and people 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 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 (Tesco, Knight Park), introducing charges may have the effect of driving business away. Has UDC considered this? I would be more supportive of 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 consider where the parking charges go and try to use the money appropriately.</p>		SW	1		1	1	1			1			London Road chargeable all week. Pay on exit. Seasonal parking charges so cheaper in winter.
resident	<p>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 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 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 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 will become much busier with people claiming parking bank and thstvtv be will make it difficult for real Waitrose shoppers to park there. This doesn't make sense.</p>	1	SW											
Business	<p>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 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 less money.</p> <p>Most of my customers come from Cambridge and thereabouts, not locally, because they like all the independent shops that Cambridge no longer offers. However, most of these shops cant keep trading because of the current retail climate. My neighbour, Anna, an independent clothes shop closed just 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.</p> <p>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.</p> <p>Please DO NOT increase charges or I fear it will be the death knell of Saffron Walden market town.</p>		SW	1	1									
resident	<p>I disagree with the proposed changes to increase car parking charges within Saffron Walden. We benefit from a thriving market town with lots of 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 decrease of our beloved independent shops. It will also increase on street parking in places where we already have too many cars parking, 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 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 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 collect their children. This again impacts on residential street parking as they will have no alternative.</p>		SW	1		1								School parent - Fairycroft
resident/business	<p>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 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 alternative 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 Mary'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 MPermit 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 us, and I know that many of my fellow parents are in the exact same situation. Public car parks should encourage people to park there, whereas my fear is these changes will discourage people. We will therefore be more likely to use residential streets for parking which will be a significant inconvenience for local residence and potentially put the safety of local children and adults at risk.</p>		SW			1	1	1	1					School parent - Fairycroft

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 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 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.			SW	1					1								Paying convenience fee is penalising young people who use apps
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 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.			SW	1					1								
resident	here is some serious narrow mindedness going on here, we all appreciate that charges have not risen since 2015(according to yourselves), the the jump in prices is seriously unreasonable, there has to be a balance between affordability, business 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 exorbitant 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.			SW	1		1	1			1	1						
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 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.		1	SW														
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. 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 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 parking incentive a chance to redeem full parking when purchasing from our shops.		1	SW														Re-introduce cash. Parking incentive
resident/business	I am the owner of Saffron fish co in saffron Walden town centre and find the planned rise to the parking charges in town excessive and think that utterford 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 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 utterford 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 utterford can see the proposed rise is not a good idea			SW	1	1												
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 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		1	SW														
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 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 .			SW	1	1												
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 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		1	SW														
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 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 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.			SW	1			1										School parent - Fairycroft
resident	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 you are trying to impose! This is just another way of getting residents to pay for the councils poor financial management. If you really do care about small businesses in the district then you should abolish charges completely or as a minimum allow a 30m free period as is the case in many other districts. Have the councillors not read the news of dying high streets - this is one of the main reasons!		1	SW														Poor maintenance of car parks

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 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 dying.			SW	1													
resident	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 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 help people pop into the local small businesses		1	SW														
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 on. Town is expensive enough as it is. Why not raise the price hey like everything else and make everyone's outgoings larger!!		1	SW														
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 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			SW	1	1												
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 impact on this. Saffron Walden was voted on the of best places to live in Essex as a result of these shops 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!		1	SW														Pedestrianise Market Square
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 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 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 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.			SW	1		1											Would prefer a council tax rise than increased parking charges!
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 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.		1	SW														
resident	I feel 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 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 .		1	SW														
resident	I welcome the proposed changes to increase the car parking charges in Saffron Walden.		1	SW														
resident/business	I propose they do not go far enough both in terms of increasing charges even further as well as closing parking altogether in some places (for example market square I believe should be permantly pedestrianised).			SW	1													
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 further push people to buying online rather than supporting and buying local.		1	SW														
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, 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.			SW	1		1	1	1		1	1						
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 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.			SW	1					1								School parent - Fairycroft
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 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.			SW	1					1								
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 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.			SW	1	1			1									
resident	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 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 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 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 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? .			SW	1	1	1	1										London Road chargeable all week

resident	I notice that there is a proposal to increase parking charges in Saffron Walden. 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.		1	SW														
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 something from a local shop people will simply go to Tesco or Aldi. I think this could really damage the town centre			SW			1				1		1					
resident	Saffron Walden charge increases and new charges will incentivise more people to park badly and illegally on residential roads, increasing congestion and increasing accidents. Many others will ignore town centre shops and increase their use of Tesco, Aldi and other shops where free parking exists.		1	SW														
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. Saffron Walden should not have the 30 min car park scrapped, especially on the Faircroft (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 free like in Great Dunmow, going to 0.50 to 0.80 is already a over 150% the price it used to be, why making it 200% more expensive?			SW	1					1								School parent - Faircroft
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					
resident	I am writing to protest about the proposed increases in car parking charges proposed for Saffron Walden in April 2024. 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. This proposal is just going to make Saffron Walden town 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 them			SW	1		1						1					Church goer
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 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 rely on every competitive advantage to thrive, and this price hike would erode that advantage.		1	SW														
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 as they can get. Shame on you for even thinking about this.		1	SW														
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 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 their shopping online instead. High charges reduce dwell time, people won't visit other shops or business in the town, businesses get less busy and close. This reduces jobs in the local area and puts more stress on the local government. 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 a greater cost to implement charges Monday to Saturday, this would bring in 6 times the revenue of Saturday alone			SW	1	1							1	1				London Road chargeable all week
resident	Having lived in Little Walden all of my 80 years. Also married to my wife for 55 years. 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.		1	SW														
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 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 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 FairCrest 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 FairCrest will also negatively affect 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.			SW	1					1			1					

resident	<p>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 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.</p> <p>Residents Parking - Extra Charges if imposed. I suspect that you are completely unaware of 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.</p> <p>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!</p> <p>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!</p> <p>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.</p> <p>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 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?</p> <p>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.</p>			SW			1		1								Overissuing of residents permits
Visitor	<p>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 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. 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 in...I'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.</p>		1	SW													
resident	<p>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 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.</p>		1	SW													
resident/business	<p>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 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.</p>		1	SW													
resident	<p>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 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.</p> <p>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.</p> <p>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.</p>		1	SW													
resident/business	<p>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 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.</p>			SW	1	1											
resident	<p>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 breaks...etc. resulting in more empty shops, less shoppers, less revenue from highly priced parking. Doesn't add up.</p>			SW	1	1						1					
resident	<p>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 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 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 / Radwinter road junction and no more housing developments!!!</p>			SW	1							1	1				

resident	<p>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.</p> <p>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 park how 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.</p> <p>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.</p> <p>I suggest you think again.</p>			SW	1	1			1			1	1						
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 likely increase number of cars parking on the streets around the centre of Saffron Walden. Evening and Sunday parking on the High Street between 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 inflation. However the increase in fees for the season tickets is outrageous- far in excess 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	I live and work in saffron walden, I pay monthly to my parking permit. To increase it is really unexpectable. This increase is not going to help the footfall of people to our 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 decision and look at the bigger people for all of us .			SW	1	1													
resident	I now live in Thaxted 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	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 feel 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 Faircroft 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 co tell 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, footfall 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 propose 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 inflated price 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 nail in the coffin, you are simply pushing more people into shopping on-line rather than incentivise them to visit the town. Something 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 effective putting a knife in the back of the Town's trade. Utterly ridiculous, completely out of touch with the people of the town. I understand there hasn't been a rise for a while but what you are proposing is scandalous (approximately 133%). See all my points above. You need to renegotiate the contract with Mi Permit or find a provider who does not have a surcharge and have a good hard think about whether you are willing to risk destroying this town once and for all.			SW	1	1	1		1	1	1								

Resident	<p>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 the outskirts of town and over 5 minutes walk from the main town center market square. 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 residential roads would be used for parking.</p> <p>I also feel the current pay parking tariff should remain at 5pm in the current pay car parks and not extended to 6pm.</p> <p>Increasing revenue from car parks will put tourists off visiting the Town of Saffron Walden which is a shame particularly for the businesses.</p> <p>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.</p>			SW						1			1	1				London Rd should be pay and display all week
resident	<p>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 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 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 people who live, work and visit here!!</p>			SW	1	1												
resident	<p>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 charges. This proposal is just going to make Saffron Walden town 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 them</p>			SW	1	1							1					
resident	<p>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, then the removal of the 30 minute time band in Saffron Walden makes no sense whatever.</p> <p>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 baffling.</p>			SW					1									
resident	<p>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 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</p>			SW									1					
resident/business	<p>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 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 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 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 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 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 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.</p>		1	SW														
resident	<p>I am firstly opposed to the removal of the free parking in London Road and Catons Lane. The town needs these to encourage visitors to the town in support of local businesses. Consideration should be given to, say, allowing an initial period of maybe 30, 60 or 90 mins free parking before any fees are imposed.</p> <p>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 High St resident, there are just six spaces for approx 20 permit holders! 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..</p> <p>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 array of independent shops the town is lucky to have!! These and others will have no choice but to park in the very places that should be for the residents of this town..</p> <p>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.</p> <p>The proposals should be revisited and the whole parking structure of the town reassessed. 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 redevelopment of Hill House..</p> <p>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 for firstly the residents, trades people and visitors!!</p>			SW		1							1	1				
Employee	<p>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 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 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-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 chucking-out time", to fires being lit in stairwells of the multi-storey carpark, youths smoking cannabis and other drugs on a regular occurrence and cars 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 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 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 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 etc.</p>			SW														Waitrose partner - concerned about ASB in car parks and general security

resident	<p>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 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 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 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 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 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 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 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 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 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 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 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 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. These proposals are lazy ideas and not thought out properly, particularly given the temptations of online shopping, with products brought to your door. 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 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 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 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 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 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 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 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 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 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 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, 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 of cash should be offered in one of the machines at each car park as it was before as this deters many people.</p>			SW	1		1		1		1	1			
resident	<p>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 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 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 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 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 London Road hospital was mostly funded by subscription then morally the land is "owned" by the townfolk. The gardens trees and nurses blocks were 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 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 & 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". Shoppers will go to Haverhill and Newmarket where the parking is much cheaper than here as St Edmundsbury council are not so shortsighted as 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. + 150% increase at swan meadow is not fair & disproportionate. + cost of wardens policing & fining car owners means another wasted wage. + 30 minute parking is very useful so should be maintained. + Extending the times one pays for CP's earlier & later in the day is unacceptable. + As the land that UDC 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 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. + Dunmow has had massive overdevelopment for 20 years but little increase in public car parking/infrastructure to go with it.</p>			SW	1	1		1	1		1	1			London Rd owned by 'the people' therefore should remain free
resident	<p>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 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 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 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.</p>			SW	1			1	1						
resident	<p>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, 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 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 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 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 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 pleasantly surprised there wasn't a convenience fee for the app but I do understand why this might be introduced. Charging for the council offices car park is a bit of cheek. Sunday and bank holiday parking should be kept free to encourage visitors.</p>			SW			1	1				1		School parent - Fairycroft. Maintenance issues flagged	
resident	<p>I think we should be encouraging people to come shopping in Saffron Walden, not pricing ourselves out of it. How about some designated free parking times? Say on a Friday afternoon? Other Towns offer free parking times to encourage people to come in to do their shopping. I think increasing the parking costs are shooting ourselves in the foot and making it harder for local shops. What 'extra costs' are actually involved in maintaining a car park? Probably only the wages of the car park officers and maybe supplying electric vehicle points, which are paid for anyway.</p>		1	SW											
resident/town council	<p>Refer to letter 1</p>			SW	1				1						
resident/business	<p>Dear sirs, whilst I understand that increases have to happen, I do not agree with the proposed increase in season tickets, we have a small shop in town and our employees will not be able to afford to buy a new season ticket. Also why would saffron walden be 50p more expensive on a Sunday than dunmow and stansted? Your name</p>			SW		1						1			
other	<p>Living in a rural hamlet a few miles out of Walden we find the short stay parking ESSENTIAL to our community and we strongly object to this being abolished Please can you INCREASE the free short stay parking available once more There used to be about 10 spaces at Museum St corner and many more on the common If it is unlikely we will get a space we will drive on to Tesco or buy online instead One short stay space lost removes 20 to 50 opportunities to pop into a shop; multiply that by 20 spaces only and each day and you see why shops are struggling - its like 150,000 to 500,000 customers a year! If you are serious about supporting Saffron Walden stores we need MORE free parking and short stay parking Museum St spaces were removed during lockdown and are mostly empty now during the day. We can get it at Lakeside or Freeport - or Tescos !! I visit Walden using short stay parking several times per week ; the buses don't work for short trips and its too dangerous to cycle along the twisty roads (especially with shopping!) so I come in my electric car which helps the environment Don't like the removal of the 30 minute options; coming regularly it would make a big difference to how much we could spend. Caton Lane should be left free or alternative provision made for short stay parking.</p>			SW				1			1				

resident	<p>I am writing to urge you to reconsider the proposed car parking tariff changes in Saffron Walden.</p> <p>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.</p> <p>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.</p> <p>I am personally disappointed that free parking on Sundays will be lost, and the addition of the MiPermit convenience fee is being considered.</p> <p>Please do the right thing for local residents and visitors to the town and reconsider your proposals.</p>			SW	1	1	1			1						
resident	<p>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 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</p>			SW			1		1							Church goer
RESIDENT	<p>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 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 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 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 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. 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 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 pounds an hour to park, people will simply go elsewhere.</p>			SW	1	1		1	1							
resident	<p>What a ridiculous proposal. Absolutely unnecessary to start charging for what little free parking saffron walden has. We already have shops and 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 6....that'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 needed....sometimes 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.</p>			SW			1	1	1			1	1	1		
resident	<p>Refer to letter 5</p> <p>I 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 both of these options are removed, I will simply stop going into Saffron Walden all together!</p>			SW	1	1	1	1								
resident	<p>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 filthy. 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 surface! Hiking up the parking fees will deter shoppers from visiting the town and encouraging them to shop elsewhere out of town! Visitors sight seeing will be put off from visiting and think twice from visiting again. This will be making our beautiful town a ghost town with shops closing down at a fast rate! Shops are a service to the Public and should be protected!</p>	1		SW												Maintenance of Faircroft raised
resident	<p>I am very concerned about the increase of parking charges in the local car parks which will have a severe impact on business owners and visitors to Saffron Walden. We value our shops but many do not have parking spaces on site so need to use the local car parks. Visitors will be deterred from coming if the parking costs are too high so this will have a knock on effect on the vibrancy of the town and the variety of shops which is what makes it an attractive place to visit. A small increase would be acceptable but not the high increase which is being proposed meaning that some shop owners will have to pay an additional £250 per year for their season ticket. I hope some compromise can be achieved.</p>			SW	1	1										
resident	<p>I wholly disagree with the proposed hike in car parking charges. This will deter small businesses from wanting to set up in Saffron Walden</p>	1		SW												
RESIDENT	<p>I am writing to respond and object to the suggested increase in car parking charges.</p> <p>I have read the proposals and rationale and make the following points</p> <p>These charges in already straightened times for the majority of people may be just the ones which will persuade customers to shop and enjoy their leisure time elsewhere, rather than the results expected by the suggestions in the parking plan.</p> <p>I agree that some of the charges need to increase but not by such a lot.</p> <p>The change to the ½ hour parking will discourage people who just need a quick trip to a bank or post office with perhaps a grocer/ newsagent or other venue. These people will go to a nearby town, village or convenience store rather than pay for a parking time they do not need.</p> <p>I disagree with the imposition of a parking charge at the London Road car park.</p> <p>There is a lack of free parking especially on Saturdays when the town is crowded and on Sundays when there is no bus service. The lack of sufficient bus services mean that cars are the only alternative for consumers from the villages or the several new housing estates wishing to spend time in the town centre. The weekends are when many half day or whole day events take place and the imposition of a charge will deter people from booking or attending these types of events.</p> <p>Churchgoers like me will be affected as they often have longer events on Sundays and there is no bus service. They may be forced to worship elsewhere or stop attending altogether.</p> <p>Expense of new technology</p> <p>I can appreciate that the introduction of new technology is expensive but surely the expense of installing it at the London Road and Catons lane site and then having to have someone to physically monitor the parking is an unnecessary expense.</p> <p>Surely the fact that the machines do not need to be emptied now will also save rather than cost money.</p> <p>Effect of changes on the town centre traders</p> <p>I would not like to see our vibrant town centre with its excellent market, and excellent mix of small independent traders and attractive chains as well as the cafe culture that has established itself, be downgraded to one of the many 'sad' town with closed shops and lack of footfall, seen in so many places. This is what will happen if these increases and changes take place. There are already a range of stores on the outskirts of the town with free parking including electric charging points and consumers will choose to shop there rather than the cost of parking in the centre.</p> <p>Other towns have more attractive parking facilities, with equally attractive venues. I am a pensioner and can go to one of Park and Rides outside Cambridge, park for free and travel into Cambridge free for example. Living in a small village where there is no bus service, travelling by car is the only option to get to any shop, so why would I still coming to Saffron Walden?</p> <p>It is much more than just a shopping centre</p> <p>At present, customers, having done their shopping will often meet up with friends at one of the several attractive cafes and eating places. I suspect they</p>			SW	1		1	1			1	1			Church goer	

RESIDENT	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 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.		1	SW														
resident	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 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, 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 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			SW	1		1					1						London Rd should be pay and display all week.
resident	I am against your proposed parking charge increases. With regard to Saffron Walden parking: Please encourage shopping in the town rather than 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			SW	1	1	1					1	1					
resident	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) 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. Visitors 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?!			SW	1	1												
resident	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 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 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.			SW	1	1	1	1				1	1					
business	Good evening We are Waffle+Coffee (formerly Bicicletta) We have recently taken over the lease on Bicicletta and have renovated and refurbished it into 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 town and football and in turn revenue back to all the wonderful shops and cafes in the town centre. We would be most appreciative if you could re-consider the pricing.		1	SW														
resident	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 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 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!		1	SW														Resident who parks in the Common car park
resident	I am fundamentally opposed to the proposed amendments to Saffron Walden car parking tariffs, and would like to make the following detailed points. The 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 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 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, and to impose 9 years worth of increase in one go is ridiculous and unnecessarily painful for the townsfolk and businesses affected. Hopefully this 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 hour parking at town centre car parks must remain, it is primarily used by local people who have to pop in eg for prescriptions than visitors. Swan Meadow parking should be cheaper than the town centre car parks. Parking should continue to be free on Sundays. Catons Lane parking for market stall holders should continue to be free., The costs of policing any charging will swallow any theoretical income. Council office parking should continue to be free at weekends, otherwise there is a real danger of "them" & "us" as council officers and workers escape the burden imposed on other businesses and workers in the town. This is more to be expected from a Conservative "do as I say, not as I do" council than a supposed residents council. The ridiculous "convenience charge" for paying for parking by app should be scrapped. It is more convenient for the council to have parking paid for in this manner, and it is in the town's interest to allow visitors the option of extending their stay. Payment by app should be encouraged not discouraged. Season ticket prices for Swan Meadow, should increase by no more than 10%, but they should be allocated reserved parking at the far end of Swan Meadow. Increases should be no more than 15% town centre, 10% swan meadow.			SW	1	1	1	1		1	1	1						Free parking for market traders at Catons Lane. London Rd should be same cost during week
resident	Passing on the Mi charge to users is acceptable. Whilst a review is timely, the impact on the towns is too severe. It would benefit the local economies if parking kept Town centre visiting favourable over out of town shops or leisure activities. Also, provision should be made to those who are feeling the effects of the cost of living crisis to be able to visit their local parks without further (parking) charges. To this end I think Sunday and Bank Holiday parking should remain free. Use of the London Road and Catons Lane Car parks should also remain free to provide for these opportunities. Yes, more can be squeezed from residents and visitors, but we should celebrate the town and encourage its use.		1	SW	1		1			1	1	1						

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 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 raise prices for parking by more than inflation			SW	1														
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 struggling and these increases will deter alot of visitors to town to think twice in this economic climate about spending a large amount on parking. I know 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 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 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 the car divers pay on exit. Or just buid 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 deterring visitors by increasing parking charges			SW	1							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 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 quick look round the church and perhaps the maze then go home no time for a browse round the shops or to stop for a drink and a snack as they won't be able to afford to. Our shopkeepers and market traders rely on locals and visitors for their income, this hike in parking costs will affect their businesses and Saffron Walden will become a ghost town because that is what will happen, the amount of traffic will fall off and the car parks will become waste 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 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	SW															
Business	I wish to object in the strongest possible terms to the proposed changes to charging for parking in Saffron Walden. 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 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 aiming to abolish parking charges, certainly not hike them dramatically. 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 we have invested a considerable sum on conserving the building. The proposed parking changes will undermine initiatives by public bodies locally to 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. People visiting from out-of-town do not have the alternative of decent public transport and many consider cycling on our busy roads dangerous. 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	SW															
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 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. Do not increase 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 affordable sum.			SW	1	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 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 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 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. 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 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 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 prices will be a death blow to all the traders in the town.		1	SW															
resident	Uttlesford should be encouraging a healthy and welcoming town centre. Not creating yet another dead town centre with only charity shops, estate agents 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.		1	SW															
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 town lives and breathes through its visitors 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 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 term health of our beautiful and historic town, which reflects its ancient market economy since the 12th century. Should be free to encourage business and visitors		1	SW															
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 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 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 centre, should remain free.			SW	1							1	1						
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 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 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 costs £1.70 and in SW costs £3.20? Is thaxted still free?			SW						1									1
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 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 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 anywhere.		1	SW															
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 Walden discourages visitors to our Town. Technology has moved a long way since your 2015 charge days. If Stansted Airport can introduce a resident 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 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, 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 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 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.		1	SW								1	1						Introduce a resident card for cheaper parking

resident	I 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 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	1																		1			
volunteer	I volunteer 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 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 unfair!!!! I 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.																				1		Touchpoint volunteer
resident	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 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 everything is going up and money is tight.																						
Resident	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 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 longer have a legal place to park within reasonable distance of their homes.																						
Resident	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 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 etc going up																						
Resident	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 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 rely heavily 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!																						
resident	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 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 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																						
Resident	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 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 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 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 instead. Awful idea.																						
resident	These comments are specifically related to the Crafton Green Car Park in Stansted Mountfitchet, in particular the proposed maximum stay of 3 hours. The 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 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 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 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?																						
resident	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 would allow people to nip into Tesco, Dorringtons, etc without parking dangerously on Cambridge Road.																						
																							30 mins free in Crafton Green with strict enforcement in Camb Rd

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 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 in terms of debt. The challenge for Uttlesford is to recognise the diversity of character between the three major centres Saffron Walden, Great Dunmow and Stansted Mountfitchet. A justifiable criticism could be levelled upon UDC that it has failed in 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 Mattings 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 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 have provided the capital for building a second level car parking area and provided income to improve the facilities in other car parks. Stansted Mountfitchet 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 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				SM	1	1										1		
	Refer to letter 2				SM	1	1	1										1	
	Refer to letter 3				SM	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 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 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 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 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 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.				SM													1	
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 crafton green. The impact on the linden would be massive and an unavoidable rethink into it's future as the nearest car park is lower street				SM													1	
resident	100% increase in parking charges is appalling. You are determined to destroy Dunmow High Street and local shops. Charging for Sunday parking is 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 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 phones for banking services. If Uttlesford managed money better this appalling increase would not be needed.				GD	1		1				1							30 mins free parking
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, and its YOU who are making local business go out of business. During this time of the high cost of living do you really think that people can afford these 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 news for you NOT everyone has a smart phone, also as in the case of the car park by the CO-OP Great Dunmow the car park company wants money before you can actually down load the app.			1	GD														
Resident	It is so disappointing to read that the parking charges are proposed to increase in Dunmow. If charges are increased to the levels proposed, sadly 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 Gt Dunmow!			1	GD														
resident	They are all standard for most car parks. The removal of a cash machine has some consternation with older people who do not have the IT technology . Absolutely appalling. In many cases a 50% increase. Extending to 6pm not good either. It seems to me you are killing Dunmow High Street shops - well done				GD	1					1								
resident	I strongly object to the proposed increase in parking charges. The increases are being implemented solely to fill the gap in finances for the local authority and should, and must only, be increased in line with inflation. The increase in on street parking will become more serious that it is at the moment and will create much additional danger to both pedestrians (especially children) as well as other road users. The current parking infringements (especially on the Dunmow High Street outside the many fast food and take-away restaurants) are only barely enforced of an early evening when the danger is at the greatest, and this will push more people away from the car parks. It is a very retrograde step when the local authority ought to be encouraging cars to park in the allotted car parks/			1	GD														Dunmow High Street dangerous in evening with parking

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 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 Mipermitt 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.			GD	1		1		1	1								
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 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?			GD	1				1									
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 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		GD														
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 town shopping centres with free parking.	1		GD														
resident	We have been advised by Dunmow USA of the proposed changes to car parking in Dunmow and surrounding area. We live on the Matlings Estate and our 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 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!			GD	1		1											
Business	The Great Dunmow Town Team would like to put their points of view forward on the Parking Consultation, following their meeting yesterday. 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. 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. 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 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 time trying to extend your stay doesn't work and why on earth would someone pay extra to use this facility. It's a charge UDC should still accept the same way they get charged for everyone using their cards for payment at the machines.			GD	1		1		1	1								

Business	<p>Firstly the tariff increase although 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 Greta dunmow , 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 repairs 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 facilities. I now deliver or collect such repairs at least 5 times 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 etc so 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 when paying had something pop up to say I'm going to be charged an extra 10p if by convenience you mean you are charging 10 p for the convenience of paying for a parking ticket !!! I'm afraid I would think what a cheek ! We all have to pay card payment machines when we take a payment in our shops I 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 dunmow town and keep the shops open we need to pay as You leave drive in take a ticket ...shop ...browse.... 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</p>			GD	1		1		1	1								
resident/business	<p>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 Dunmow Day Centre (Rowena Davey Centre). I would advocate that this designation is changed and it should become a long stay car park. I ask this because any group meetings, functions and parties which are held in the Day Centre as well as the lunches 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 buy a hybrid season ticket - 1 park in the car park at least three times per week.</p>			GD			1		1									Make Chequers Lane long stay to accommodate elderly people and volunteers at the day centre
resident/worker	<p>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 explorer to allow me to work from home. To increase these tariffs and also to put into force a Sunday charge will be a massive detriment to our town and 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!</p>				1	1	1											
resident	<p>Obviously, 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 I think this is absolutely despicable to charge somebody for parking on a Sunday or a bank holiday. A lot of Boroughs give half an hour free parking. I often have to pay for half an hour parking just to pop in to get some eggs or milk which I feel really cheated off about, how about giving people 15 minutes free? Also, if you have use an app to park you shouldn'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 which again is completely outrageous. What about 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 having 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!!</p>				1		1		1	1								3 hour max not enough if you're having your hair done
resident	<p>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 savings for the council. Having it as an additional fee at point of purchase is not transparent.</p>									1								
Resident	<p>Increases to car 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.</p>			1														
Resident	<p>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 is either free or cheaper. This will surely mean the town will eventually lose business and it will become a ghost town with many empty shops.</p>			1														
resident	<p>How can you justify the massize increase in parking costs?! I 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 already 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</p>			1														
resident	<p>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</p>																	EV charging points need to be more than 3 hours. Swan Meadow needs EV points
Business	<p>A complete rip off, guests already complain that the parking is chargeable, in comparison to Ely for 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</p>				1	1												
resident	<p>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. Ely has free parking and bury st 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 there. Uttlesford is meant to be run by a residents party for the sake of residents, at the moment it doesn't feel 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</p>				1		1		1		1							
resident	<p>How can you justify a 100% increase in fees? Not realistic and out of touch with reality</p>			1														
resident	<p>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</p>				1				1									
resident	<p>We object to the proposal to extend charges to include Sundays</p>								1									
Resident	<p>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.</p>								1									Sunday parking after 12
Resident	<p>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 own street which I 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 badly parking so i can't get the car seat back into the car!</p>				1		1			1								More parent/child spaces. Increased size of these spaces.

resident	Most of the management proposals in the draft Uttlesford District Council (Off-Street Parking Places) Order 2024 are understandable and provide for adequate management of the car parks referenced, but more emphasis needs to be placed on the maintenance and 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).			1	1														
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 policies that support genuine provision of needed goods and services.		1																
resident	Raising the cost of parking and increasing the time at which charges apply seems counter productive given what other local authorities are currently 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 be explored openly to ensure public support.			1		1	1												
	Refer to letter 7			1		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 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 I approach Pension age but without access to a bus pass or State Pension.								1										
resident	I 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 changes.		1																
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 is nothing more than opportunism to grab what it can from the local populace, irrespective of the damage to local businesses and townfolk. And all this in an election year. Forget it, UDC, this will not go well for you, especially after the Waste Service fiasco.		1																
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 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 past.		1																
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 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 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 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 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 job for the people you are paid to serve. Get the muppet who set up this on the website to use spell checker on the 'Check your answers' the correct spelling for (before)! how embarrassing!		1																
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 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		1																
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	188	61	109	103	60	37	79	66	13	13	2					

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 introduction 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 to 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
Economic Development Group

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@uttlesford.gov.uk

To: Business@uttlesford.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 2nd 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.

	<1/2 hr	<1hr	<2hr	<3hr	<4hr	<5hr	<9 hrs (all day)	Max stay
Crafton Green								
Existing	£0.40	£0.60	-	£1.20	-	-	£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	£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%	

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



Stansted Mountfitchet
Economic Development Group

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Stansted
Business Forum
Supporting local businesses



fossil fuel from Ukraine and Russia), but more recently, suspension of car parking on the high-street 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?





Stansted Mountfitchet
Economic Development Group

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



Stansted Mountfitchet
Economic Development Group



Stansted
Business Forum
Supporting local businesses

(Reference - Parking
Consultation)

Sunday 28/1/24

To whom it may concern,

I am very much opposed to any increase in charges for Uttlesford car parks. As a senior citizen + widower an increase in parking charges could deter me from visiting the local towns.

Uttlesford is a mostly rural community where many people rely on cars - increases in charges would be counter productive.

Local places like Thaxted and further afield Watney (oxfordshire) have free parking. The response times feels very short. Why is this?

I hope this consultation genuinely takes into ~~the~~ account the views of residents rather than being a process where the decision has (probably) already been made (a good example is recycling).

Yours faithfully

Our Ref: 14010/2024/02
 Your Ref: n/a
 Email: abunn@firstplan.co.uk

Broadwall House 020 3096 7000
 21 Broadwall info@firstplan.co.uk
 London SE1 9PL firstplan.co.uk

31 January 2024

Uttlesford District Council
 London Road
 Saffron Walden
 CB11 4ER

Sent by email to business@uttlesford.gov.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 Fairycroft and Swan Meadow.
- (ii) The extension of charging hours from 5pm to 6pm, Monday to Saturday.
- (iii) The proposal to introduce charging for parking on Sundays at both Fairycroft and Swan Meadow.
- (iv) The significant increases in permit parking fees proposed for Swan Meadow.

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 Faircroft 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

To: OTTUSFOLD DISTRICT COUNCIL.

31ST JAN 2024

I am writing re. your "consultation" over the proposed changes to conditions / charges for parking in Saffron Walden.

The first point I wish to make and complain about is that your notice in the local paper and internet / www. address for this "consultation" - no postal address. Over 10% of people do not have access or use the internet (for various reasons - medical and financial) - hence my writing this letter.

To come back to the changes you wish to make, and some you have already made.

① To increase the charges is perhaps acceptable if only by a small amount - say 10%

② As to charging for Sunday parking I strongly oppose this. As well as not having the internet or "smart" phone I also avoid using electronic money transactions. You have changed all the pay machines to not accepting cash so I can not use them. Consequently I am only able to shop/visit in Saffron Walden for any length of time on Sundays.

To stop free Sunday parking is without DISCRIMINATION towards myself and others who can not use these machines.

I hope these points will be taken with some serious needs - as I am prepared to take them further - and I thank you if they are.

Yours,

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

1st 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: <https://www.change.org/saffronwaldenparking>. 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.

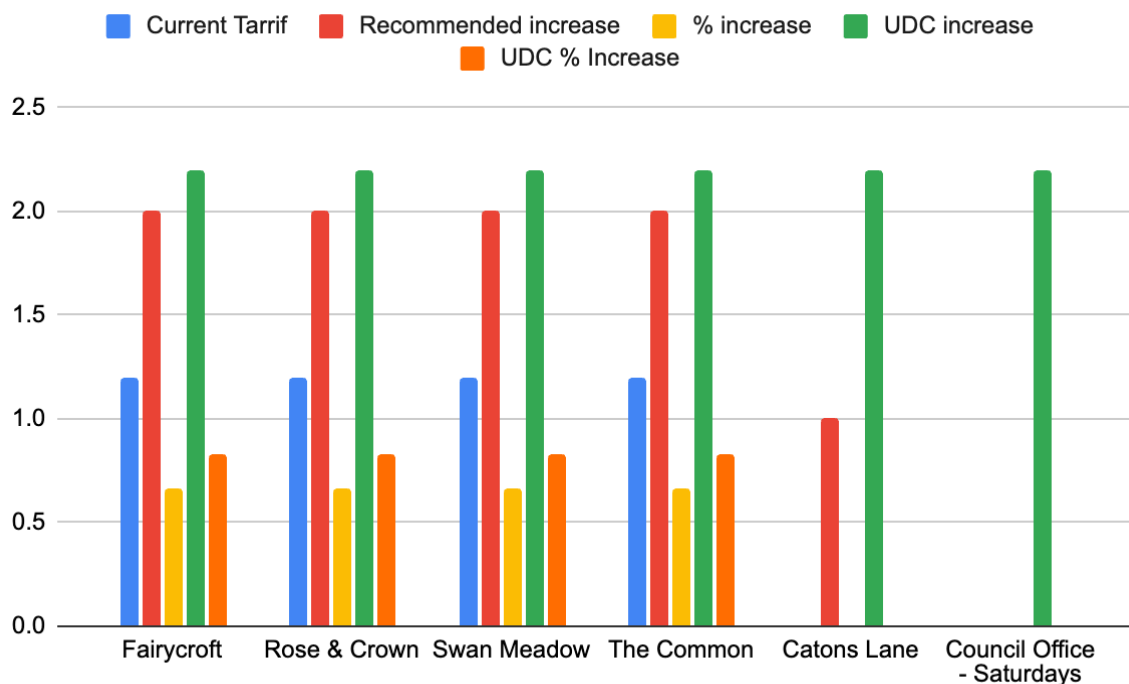
We want to take this opportunity to provide you with our observations and share with you the concerns which have been raised to us over the past few weeks. We conclude with a number of recommendations to be considered by Uttlesford District Council councillors.

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:

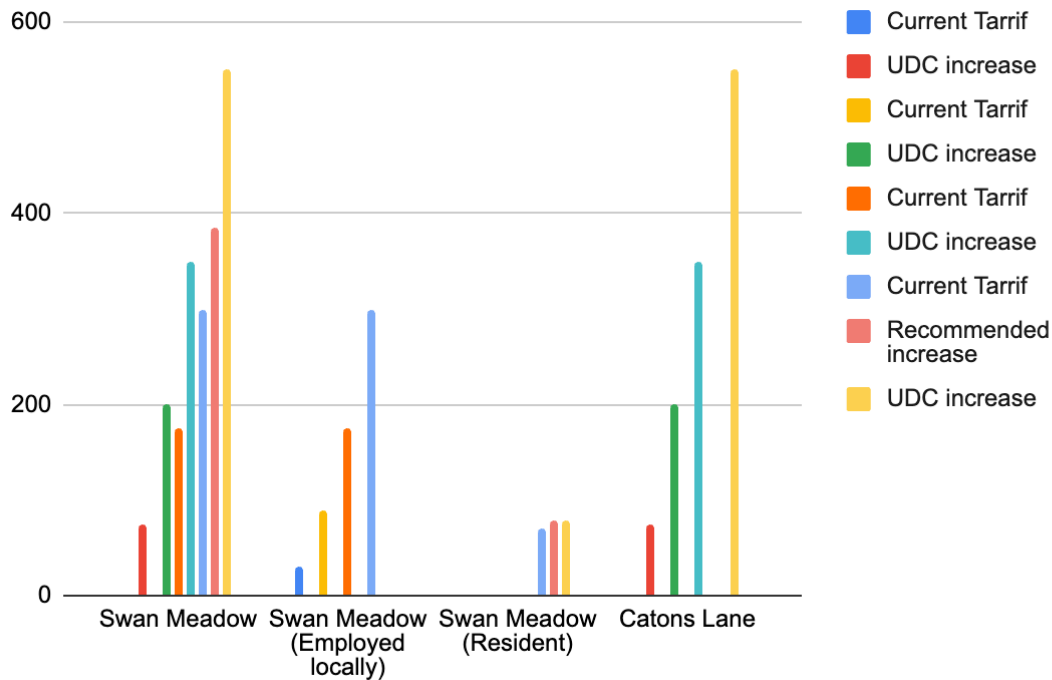
Typical parking increases:

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.

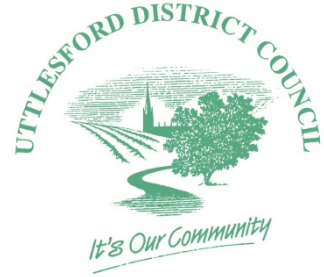
The market and surrounding shops are the life blood of Saffron Walden, raise the parking fees and the public will go elsewhere, just like they have all over the country leaving town centres dying.

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.

Does the EqHIA contain any confidential or exempt information that would prevent you publishing it on the Council's website?	No
---	----

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 EqHIA@Uttlesford.gov.uk**

About your activity

1	Title of activity	Car Park Review		
2	Type of activity	Review of income and management processes		
3	Scope of activity	The review will look at the current tariff charges in all the council car parks, to include season tickets types and charges. The review will also look at how we manage the use of our car parks, looking at introducing charging to current free car parks, reviewing short and long stay options, and where season tickets are offered.		
4a	Are you changing, introducing a new, or removing a service, policy, strategy or function?	Yes	If the answer to <u>any</u> of these questions is 'YES', please continue to question 5.	If the answer to <u>all</u> of the questions (4a, 4b & 4c) is 'NO', please go to question 6.
4b	Does this activity have the potential to impact (either positively or negatively) upon people (9 protected characteristics)?	Yes		
4c	Does the activity have the potential to impact (either positively or negatively) upon any factors which determine people's health and wellbeing?	Yes		
5	If you answered YES:	Please complete the EqHIA in Section 2 of this document. Please see Appendix 1 for Guidance.		
6	If you answered NO:	<i>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.</i>		
Completed by:		Angela Knight, 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 \(moderngov.co.uk\)](https://www.moderngov.co.uk/Agenda-for-Cabinet-on-Monday-18th-December-2023-7.00-pm-Modern-Council)

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 box:

Positive

Neutral

Negative

Overall impact:

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 used based on age.

**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*

Protected Characteristic - Disability: Consider the full range of disabilities; including physical mental, sensory and progressive conditions

<i>Please tick (✓) the relevant box:</i>		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 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.
Neutral		
Negative		

**Expand box as required*

Evidence:

The draft car parking order and all documentation in the consultation supports this directive.

**Expand box as required*

Sources used:

**Expand box as required*

Protected Characteristic - Sex/gender: Consider both men and women

<i>Please tick (✓) the relevant box:</i>		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 used based on sex or gender.
Neutral	✓	
Negative		

**Expand box as required*

Evidence:

The proposals do not include any criteria relating to sex or gender.

**Expand box as required*

Sources used:

**Expand box as required*

Protected Characteristic - Ethnicity/race: Consider the impact on different ethnic groups and nationalities

<i>Please tick (✓) the relevant box:</i>		Overall impact:
Positive		The parking charges apply to all users of the car parks.

Neutral	<input checked="" type="checkbox"/>	There are no differentials in charges or the way the car parks can be used based on Ethnicity or Race.
Negative	<input type="checkbox"/>	
Evidence:		
The proposals do not include any criteria relating to Ethnicity or race.		
<i>*Expand box as required</i>		
Sources used:		
<i>*Expand box as required</i>		

Protected Characteristic - Religion/faith: Consider people from different religions or beliefs including those with no religion or belief		
<i>Please tick (✓) the relevant box:</i>		Overall impact: 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 used based on Religion or Faith.
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
<i>*Expand box as required</i>		
Evidence:		
The proposals do not include any criteria relating to Religion or Faith.		
<i>*Expand box as required</i>		
Sources used:		
<i>*Expand box as required</i>		

Protected Characteristic - Sexual orientation: Consider people who are heterosexual, lesbian, gay or bisexual		
<i>Please tick (✓) the relevant box:</i>		Overall impact: 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 used based on sexual orientation.
Positive	<input type="checkbox"/>	
Neutral	<input checked="" type="checkbox"/>	
Negative	<input type="checkbox"/>	
<i>*Expand box as required</i>		
Evidence:		
The proposals do not include any criteria relating to sexual orientation.		
<i>*Expand box as required</i>		

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

<i>Please tick (✓) the relevant box:</i>		Overall impact: 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 used based on gender.
Positive		
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

<i>Please tick (✓) the relevant box:</i>		Overall impact: 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 used based on married couples or people in a civil partnership.
Positive		
Neutral	✓	
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*

Protected Characteristic - Pregnancy, maternity and paternity: Consider those who are pregnant and those who are undertaking maternity or paternity leave	
<i>Please tick (✓) the relevant box:</i>	
Positive	Overall impact: 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 used based on pregnancy. Maternity and Paternity would not be applicable in this review <i>*Expand box as required</i>
Neutral	
Negative	
Evidence: The proposals do not include any criteria distinguishing or relating to pregnancy. <i>*Expand box as required</i>	
Sources used: <i>*Expand box as required</i>	

Socio-economic status: Consider those who are from low income or financially excluded backgrounds	
<i>Please tick (✓) the relevant box:</i>	
Positive	Overall impact: Tariff and season tickets increases were presented with 3 options for members to consider. The second option for tariffs and the third option for season tickets was proposed by members for consultation. 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. <i>*Expand box as required</i>
Neutral	
Negative	
Evidence: <i>*Expand box as required</i>	
Sources used: <i>*Expand box as required</i>	

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 groups. Can health and wellbeing be positively promoted through this activity? Please use the Health and Wellbeing Impact Tool in Appendix 2 to help you answer this question.

<i>Please tick (✓) all the relevant boxes that apply:</i>		Overall impact:
Positive		<p>Crafton Green – Long stay option removal and Sunday Parking</p> <p>Included in the proposals for consultation was the removal of long stay parking from Crafton Green in Stansted.</p> <p>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.</p> <p>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.</p> <p>Further concerns have been raised that Sunday parking has a disproportionate impact on the elderly in particularly those attending church services.</p> <p style="text-align: right;"><i>*Expand box as required</i></p> <p>Do you consider that a more in-depth HIA is required as a result of this brief assessment? Please tick (✓) the relevant box</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
Neutral		
Negative	✓	

Evidence: Consultation responses

**Expand box as required*




Sources used:

**Expand box as required*

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:

	1. The EqHIA identified <u>no significant concerns</u> OR the identified <u>negative concerns</u> have already been <u>addressed</u>		Proceed with implementation of your activity
✓	2. The EqHIA identified some <u>negative impact</u> which still needs to be <u>addressed</u>		COMPLETE SECTION 4: Complete action plan and finalise the EqHIA
	3. The EqHIA identified some <u>major concerns</u> and showed that it is <u>impossible to diminish negative impacts</u> from the activity to an acceptable or even lawful level		Stop and remove the activity or revise the activity thoroughly . Complete an EqHIA on the revised proposal.

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/optimize 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

* You should include details of any future consultations and any actions to be undertaken to mitigate negative impacts

** 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