

Review of Car Parking Policy Results of Public Consultation

1. Introduction

The District Council's current car parking policy was last reviewed in 2003. Although periodic reviews have been made to the Car Parking Order, principally in respect of parking charges, there has been no fundamental review of the policy since then.

The objective is to: *Review the Council's current Car Parking Policy having regard to the financial impact of policies on the local economy and the Council's overall financial position, and to develop recommendations for inclusion in a new Car Parking Policy to be introduced in Autumn 2013* (note timescale since extended to January 2014 to allow further meetings with representatives of the trading community, visit car parks proposed to be brought into charge and consider the significant response to the public consultation).

The review includes the structure and level of charges across the District Council's 33 Pay & Display car parks, concessions, provision and information, but not enforcement or car parks owned by others.

Feedback from the Derbyshire Dales Citizens' Panel, Area Community Forums and stakeholder focus groups (previously reported to the Council's Parking Review Sub-Committee) helped shape a series of proposals for public consultation. This report summarises the main findings from this consultation.

2. Background

To provide a baseline for the review, questions were included in the November 2012 survey of the Derbyshire Dales Citizens' Panel. The results were used to help understand residents' parking habits, usage of and satisfaction with District Council car parks and concessions (reported to the Parking Review Sub-Committee meeting 29th January 2013).

To help gauge the views of different stakeholders on the main issues and ideas being considered, a programme of community engagement events then took place between February and April 2013 including:

- 4th February 2013 – Southern Area Community Forum
- 11th February 2013 – Central Area Community Forum
- 18th February 2013 – Northern Area Community Forum
- 26th February 2013 – Parish and Town Council Conference
- 27th February 2013 – Meeting with Ashbourne traders
- 4th March 2013 – Citizens Panel Focus Group (held in Ashbourne)
- 6th March 2013 – Citizens Panel Focus Group (held in Matlock)
- 13th March 2013 – Traders Focus Group (held in Matlock with representatives from each market town invited)
- 23rd April 2013 – Focus group with disability groups (organised with Derbyshire Dales CVS)

Key stakeholder organisations including Derbyshire County Council and the Peak District National Park Authority were also invited to feed in their views on emerging proposals.

The feedback received was reported to the Parking Review Sub-Committee meeting of 30th April and 16th May 2013 Environment Committee and used to develop proposals for public consultation.

3. Scope of the Consultation

The consultation covered the following proposed changes to the Council's car parking policy:

- Short stay car parks - introducing the option of a 30 minute tariff and designating specific town centre car parks as short stay only
- Evening / Overnight charges - introducing a flat rate charge for evening / overnight parking
- Daytime charges - potential charges for a 30 minute stay and increasing parking charges to help keep pace with inflation
- Parking concessions - offering, at a charge, a second or replacement residents' free parking permit; introducing parking charges for Blue Badge holders but with an additional hour free on top of any paid time and re-introducing a charge for the annual parking permit at the Agricultural Business Centre for livestock market traders
- Bringing additional car parks into charge
- Replacing parking machines - carrying out a machine replacement programme offering the option to pay on entry using either cash, debit / credit card or phone

The consultation findings are structured around these headings. The main comments received via the public consultation are summarised in the relevant part of the report.

Taking account of initial feedback from stakeholders, no changes were proposed to the:

- Residents' free parking permit - every household will continue to receive a free parking permit enabling them to park free of charge in every District Council car park before 11am and after 4pm every day
- Christmas parking concession – free parking for all after 2pm throughout December

4. Methodology

The consultation ran between 21 May and 21 June. A range of methods were used to encourage views from different stakeholders and enable all those who wished to, and likely to be affected, to take part. These included:

- On-line and paper survey (main method) - questionnaire attached as Annex 1
- Letters to stakeholder organisations inviting comments
- Direct mail to a random sample of registered Blue Badge holders in the Dales (500)
- Face to face surveys of visitors in TICs and most used District Council car parks - questionnaire attached as Annex 2 (shortened to focus on the issues most relevant to visitors)
- Mail drop in the vicinity of car parks proposed to be brought into charge.

Comments were also invited by phone or in writing, and by email, Facebook or Twitter.

Key stakeholder organisations / groups contacted for their views included: Parish & Town Councils; Derbyshire County Council (Highways); Peak District National Park Authority; Visit Peak District; Derbyshire Coalition for Inclusive Living and other disability groups in or covering the Dales (via the Derbyshire Dales CVS network); Derbyshire Disability

Stakeholder Engagement Board; Derbyshire & Nottinghamshire Chamber of Commerce; Traders groups and other business fora within the district's four market towns; Derbyshire Constabulary and Derby & Derbyshire Road Safety Partnership.

A communications plan was delivered to support the process comprising: press releases; a half page article in the Spring edition of dalesMATTERS (delivered to every household in the Dales); homepage feature on the District Council's website throughout the consultation period; posters in car parks and questionnaires placed in District Council premises. District Council Members were informed of the start of the consultation and the different ways to take part.

Details were also circulated via Derbyshire Dales CVS and Derbyshire Dales Business Advice networks, and Bagshaws (livestock auctioneers based at the Bakewell Agricultural Business Centre) engaged the farming community / livestock traders for their views.

To provide a view from the 'general population', the Car Parking Review survey questions were also sent to members of the Derbyshire Dales Citizens' Panel.

5. Response

The large majority responded via the self completion survey (given the subject of the consultation the survey was open to all). At the close of the public consultation, 943 completed questionnaires had been received from: residents and employees working in the Dales; local businesses; visitors to the Dales; Blue Badge holders / their carers; public & voluntary sector organisations and other individuals with an interest in the consultation (undefined). To provide clarity on 'who said what', the responses from these different groups have been analysed individually. Although the results have then been brought together for completeness, it is important to note the deliberate targeting of Blue Badge holders (to provide an adequate sample for analysis) and inclusion of undefined respondents (choosing not to disclose information about themselves) within the results.

499 completed questionnaires were received from members of the Derbyshire Dales Citizens' Panel. These results have again been shown separately to enable comparison alongside responses from stakeholder groups.

Table 1: Analysis of survey responses

	No. Questionnaires returned
Residents and Employees working in the Dales	560
Blue Badge holders / their carers	151 (30% response / 7% sample)
Visitors (inc neighbouring villages)	140
Others (undefined)	59
Businesses	25
Public & Voluntary and Community Sector	8
Citizens' Panel	499 (50% response)
Total	1442

As indicated, 25 survey responses were received from local businesses and 8 from public and voluntary sector organisations. Due to the small numbers (several local businesses

chose to respond in other ways – see overleaf) these responses have been analysed separately and added to the relevant section of the report as appropriate.

The make-up of survey respondents (those providing information) was as follows:

Table 2: Profile of survey respondents (%)

	Gender		Age						Disability		Race		
	M	F	<25	25-34	35-44	45-54	55-64	65+	Y	N	White British	Other White Background	Other Ethnic Groups
Residents & Employees working in Dales	44.5	55.5	3.2	6.7	13.5	23.6	20.6	32.4	10.1	89.9	86.2	12.4	1.4
Visitors	53.5	46.5	1.6	4.1	12.2	17.1	27.6	37.4	13.1	86.9	97.6	2.4	0
Blue Badge Holders / their carers	39.2	60.8	1.5	0	0.7	6.7	15.7	75.4	86.8	13.2	97.1	2.9	0
Others (undefined)	41	59	2.6	5.3	7.9	34.2	18.4	31.6	0	100	89.7	10.3	0
All interested parties	44.9	55.1	2.7	5.1	11	20.4	20.7	40.1	22.8	77.2	90	9.1	0.9
Citizens' Panel	49.5	50.5	0	0.6	5.9	13.8	28.3	51.4	18.6	81.4	96.4	3.1	0.4

N.B. Based on those completing equalities monitoring

Points to note:

- *The high proportion of respondents of retirement age or older and low response from younger people across stakeholder groups (over half of Citizens' Panel respondents were aged 65 or over)*
- *The higher proportion of females responding than males*

In addition to those responding to the District Council survey, a number of other written responses were received from a range of stakeholders:

Table 3: Analysis of other written responses

	No. Responses
Bagshaws ABC Livestock Traders survey (Q8 only)	202
Businesses	33
Residents	22
Visitors (inc neighbouring villages)	4
Public & Voluntary and Community Sector	8
Others (undefined)	4
Total	273

These responses are summarised in Annex 3 with key points added to the relevant section of the report as appropriate.

In addition to the survey responses and other written comments submitted, three petitions - organised by traders from Ashbourne, Bakewell and Matlock - against an increase in parking charges have also been received. The petitions, containing 4,330 signatures in total, were submitted to the Parking Review Sub-Committee meeting of 15th July 2013.

6. Main Findings

Each section describes the proposed changes to the car parking policy followed by a summary of the main findings from the consultation.

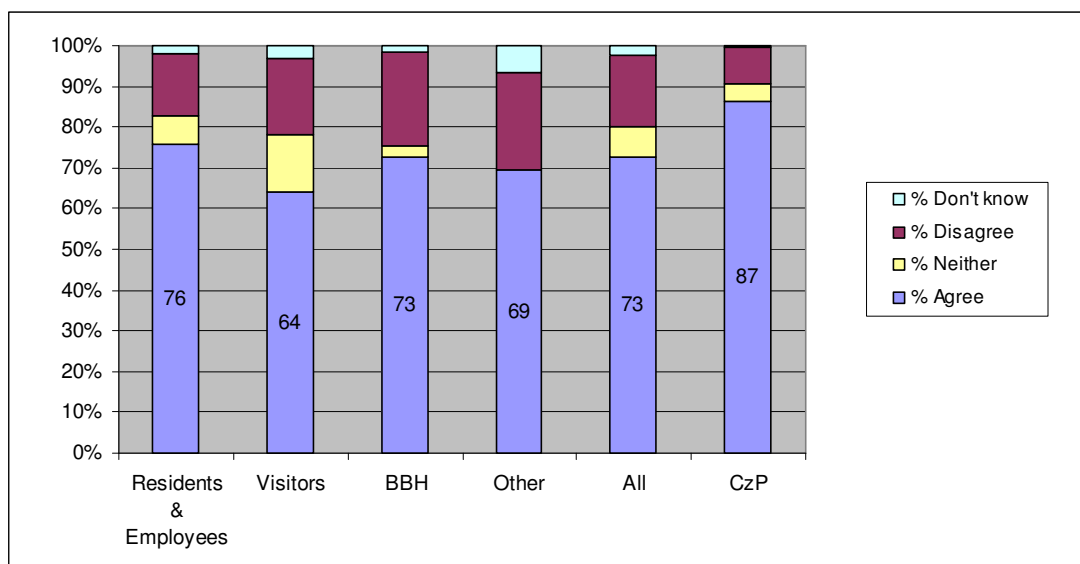
Points to note:

- *'Employees' are those working in the Dales*
- *'BBH' are Blue Badge holders / their carers*
- *The 'All' column represents the combined views of the interested parties shown in the graphs / tables (views of local businesses and public and voluntary organisations analysed separately)*
- *All figures exclude "no answer" and are rounded to the nearest %.*

6.1 Introducing a 30 minute tariff option

Currently, the minimum parking tariff in all District Council car parks is one hour. Views were sought on introducing the option of a 30 minute tariff in short stay car parks.

Survey respondents generally supported this proposal. 76% of residents and employees working in the Dales agreed, as did 73% of Blue Badge holders / their carers. Members of the Citizens' Panel were particularly supportive (87% agreed).



Most organisations responding to the survey also supported the idea, including those Parish Councils responding. However, businesses were less supportive, with less than half agreeing with the proposal, a little surprising given the positive response previously from focus group representatives (no specific comments provided).

6.2 Designating short stay only car parks

Regarding the proposal to designate specific town centre car parks as short stay only, the high proportion answering 'Don't know / Not Applicable' have been excluded from the results to try to establish the views of those more familiar with these car parks. It should also be noted that visitors were not asked this question. Further analysis, based on those living or working within the proximity of each town centre (defined by postcode area / district where provided) has also been undertaken to provide a better indication of views from the 'locality'.

The majority responding appear to generally support the designation of the car parks proposed as short stay only. Around a quarter to a third disagree with the proposals in each area.

Car Park	% Agree / Disagree	Residents & Employees	Blue Badge holders	Other	All	Locality	Citizens' Panel
Market Place, Ashbourne	% Agree	58	59	59	58	75	75
	% Neither	18	20	16	18	4	14
	% Disagree	25	21	24	24	21	11
Shawcroft, Ashbourne	% Agree	48	51	42	48	63	67
	% Neither	22	23	24	22	4	17
	% Disagree	30	26	33	30	33	16
Former Lido, Matlock	% Agree	57	55	61	57	61	77
	% Neither	16	13	11	15	8	11
	% Disagree	26	32	29	27	31	12
Olde English Road, Matlock	% Agree	56	60	50	56	65	76
	% Neither	20	13	17	18	10	15
	% Disagree	25	28	33	26	25	10
Market Place, Bakewell	% Agree	60	61	58	60	79	78
	% Neither	14	16	15	15	8	8
	% Disagree	26	23	28	25	13	14
Granby Road, Bakewell	% Agree	56	63	54	57	75	78
	% Neither	19	16	19	18	8	11
	% Disagree	25	21	27	24	17	11
Market Place, Wirksworth	% Agree	55	63	51	56	58	74
	% Neither	18	13	23	17	13	13
	% Disagree	27	24	26	27	29	13

The proposal to designate Bakewell Market Place car park as short stay appears to have the most support (60% of overall respondents agree and 79% within the locality). Shawcroft car park, Ashbourne (48% of respondents agree and 63% within the locality) followed by Wirksworth Market Place (56% of respondents agree and 58% within the locality) appear to have less support.

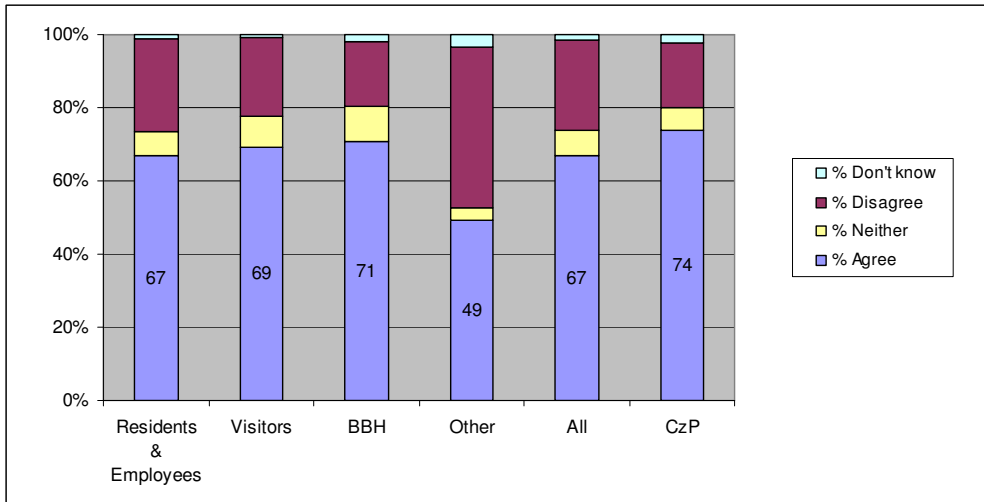
Businesses responding had mixed views although generally more agreed with the proposals than disagreed (note several responded neither 'agree nor disagree').

Organisations responding were generally supportive. The Peak District National Park Authority welcomed the proposed introduction of short stay parking on Bakewell Market Place and Granby Road but identified the need to review signage. Derbyshire County Council confirmed that any costs for changes to highway signage would need to be met by the District Council.

6.3 Introducing a flat rate evening / overnight parking charge

Peak charging hours are currently 8am to 10pm every day. The overnight charge from 10pm to 8am is 40p. Views were sought on introducing a flat rate charge of £1 for evening / overnight parking from 6pm to 6am in all District Council car parks.

There was general support for the proposal to introduce a flat rate evening / overnight charge. 69% of visitors and 67% of residents / employees working in the Dales supported the proposal, as did 74% of the Citizens' Panel.



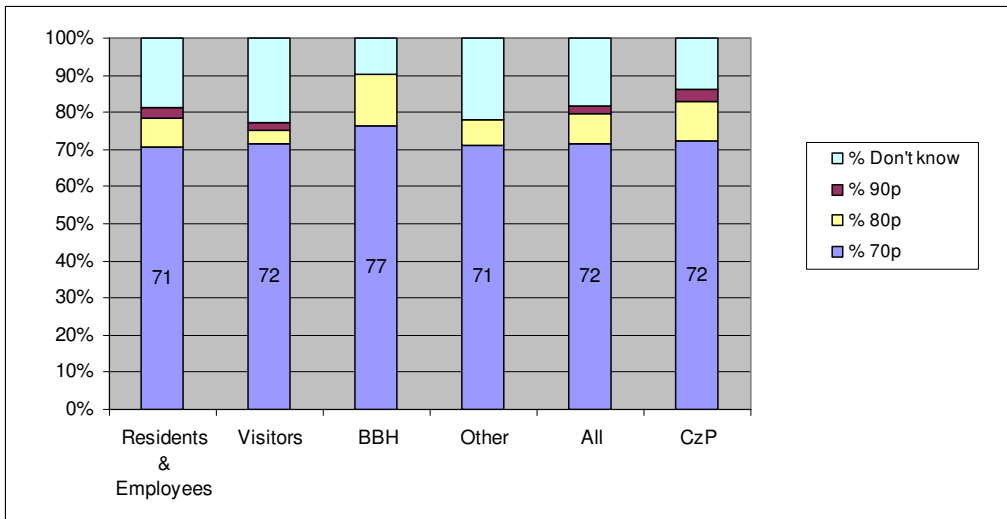
The majority of organisations responding also welcomed the proposal, including the Peak District National Park Authority. Local businesses responding had mixed views, with just over half supporting the proposal.

Of those commenting, most felt returning to peak charging at 6am was unreasonable and suggested this should remain at 8am (18 respondents) *“6am is an anti-social time” (first time visitor from the North East).*

6.4 Potential charges for a 30 minute stay

Views were sought on potential charges of either 70p, 80p or 90p for paying users for a 30 minute stay (note a ‘Don’t know’ option was included in the survey but respondents were not given the option to specify another amount).

As anticipated, groups consistently chose the lowest charge of 70p (all between 71% and 77%). A similar response was received from businesses and organisations responding.



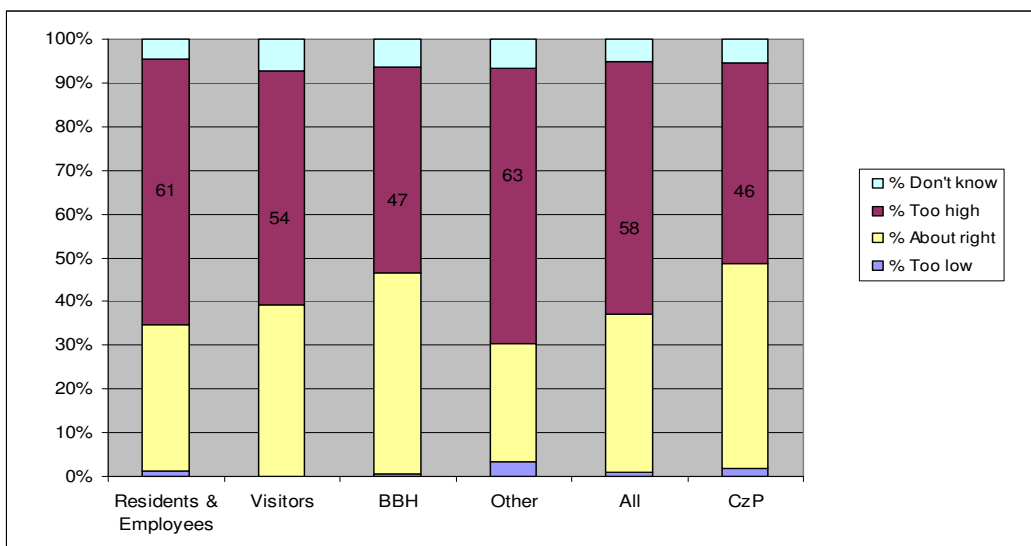
The majority responding 'Don't know' or who gave no answer felt that the 30 minute charges proposed were too high.

72 respondents said the charge should be less than 70p. The most common response was 50p (40 respondents) - a convenient amount - a view supported by Visit Peak District. Others said 30 minutes parking should be free for a “quick dash” to the shops (25 respondents).

6.5 Proposed increase in parking charges

The survey asked for views on the proposed new charges overall (up to 30 minutes either 70p, 80p or 90p; up to 1 hour £1.30; up to 2 hours £2.20; up to 3 hours £3.30; up to 4 hours £4.40 and all day £5.50. Coach parking would be £5.00 for 3 hours).

The majority of respondents felt the proposed charges were too high, particularly residents and employees working in the Dales (61%). The majority of businesses responding were of the same view (petition also submitted against the increase). However, it should also be noted that overall, just over a third of survey respondents (36%) felt the proposed charges were about right.



Of those commenting, many expressed concerns that charges were already too high (often citing comparisons with neighbouring towns) and that an increase would reduce footfall in market towns as visitors would not return and people would shop elsewhere i.e. other towns, out of town centres (supermarkets and retail parks offering free parking) or on-line (90 respondents). Several commented on the need to consider the effect of increasing charges on the local economy, and the need to get the balance right i.e. if charges were set too high this could be counter-productive in terms of loss of car parking revenue and business rates for the Council. Comments included: the proposals would have a “*damaging effect on local trade*” and “*a negative multiplier effect on town centres*” (local residents).

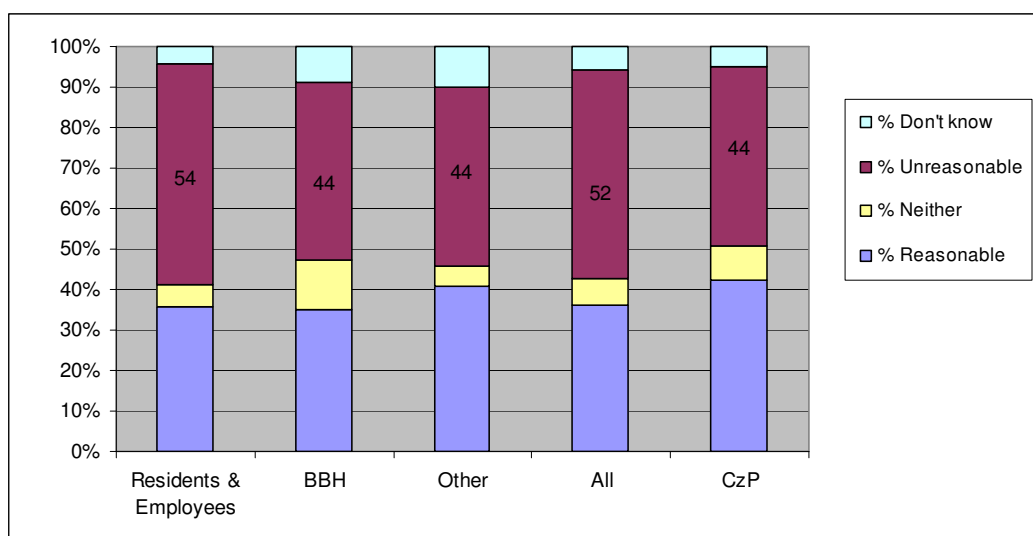
54% of visitors felt the charges were too high compared to 39% who felt they were about right. Regarding concessions, one visitor commented that the “*residents permit was very good - we will have to come and live here*” (returning visitor from Birmingham). Visit Peak District commented that parking fees in the Dales were “*reasonable*”.

Members of the Citizens’ Panel and Blue Badge holders were split on whether the proposed charges were too high or about right (46% of the Citizens’ Panel said too high / 47% about right and 47% of Blue Badge holders said too high / 46% about right). Half the organisations responding felt the proposed charges were too high.

6.6 Charging for a second or replacement residents' free parking permit

Currently, one residents' free parking permit is issued to every Dales household. Replacement permits are issued free of charge. The survey asked for views on whether a £100 charge for a second or replacement residents' permit was reasonable and if not, what level of charge would be acceptable?

Although there were mixed views between groups, the majority of respondents felt a charge of £100 was unreasonable, in particular residents and employees working the Dales (54%). Most businesses and half the organisations responding supported this view.



Of those who felt the charge was unreasonable, the majority proposed lower amounts, suggesting that people would be willing to pay something. Only a small number (9 respondents) felt second and/or replacement permits should be free (some suggested paying a small amount for a second permit but that replacements should be free). £50 was the most common suggestion (69 respondents) roughly equivalent to a charge of £1 per week (also the most common suggestion amongst the Citizens' Panel). This was followed by lesser amounts including £20 - £25 (37 respondents) down to £5 - £10 (16 respondents) with the comment that the charge should just cover administration costs.

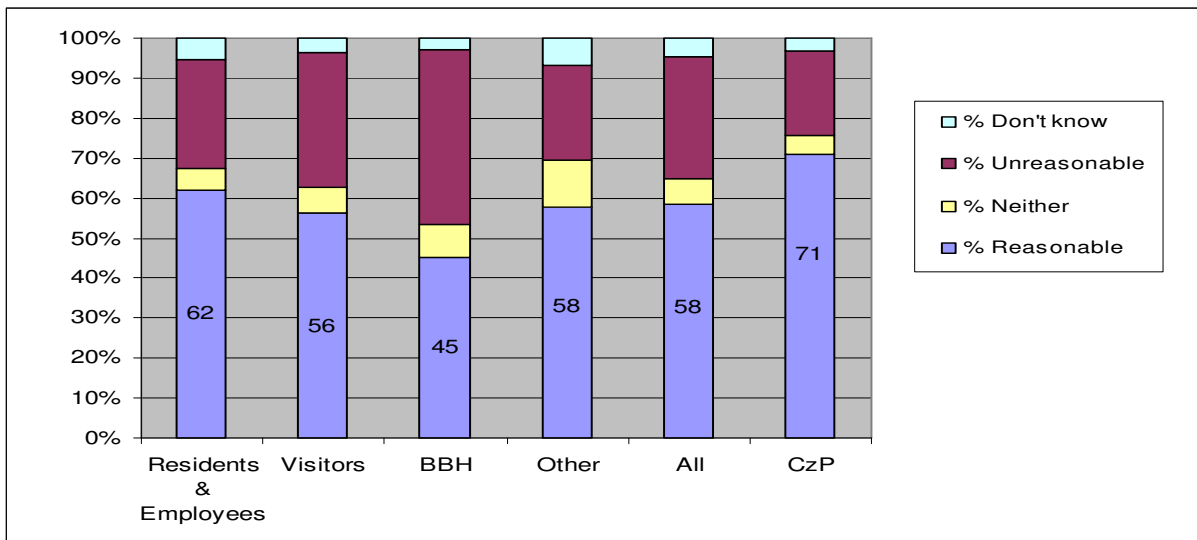
6.7 Introducing parking charges for Blue Badge holders

At the moment, Blue Badge holders can park for free in designated disabled spaces or anywhere else in District Council car parks. Views were sought on introducing parking charges for Blue Badge holders but with an additional hour free on top of any paid time.

Those not directly affected are generally supportive of the proposal, particularly members of the Citizens' Panel (71% think the proposal is reasonable). *"Whether someone is disabled or not is not an indication of their ability to pay. Allowing one hour free parking is reasonable"* (Member of the Citizens' Panel).

Most businesses and organisations responding also felt the proposal was reasonable. However, just under a third of all respondents (31%) considered the proposal to be unreasonable.

The consultation specifically targeted Blue Badge holders / their carers for their views. The results suggest those responding are split on the issue, with similar proportions saying it is reasonable and unreasonable to charge (45% and 44% respectively).



Issues raised by Blue Badge holders (echoed by others commenting) were: it would result in the displacement of Blue Badge holders parking on the road (12 respondents); the first hour (rather than the additional hour) should be free then charges applied (11 respondents); people with mobility difficulties will find it difficult to walk to and from pay machines and feel under more pressure to get back to their car to avoid a ticket (9 respondents) and concerns that those on low / fixed incomes (including people affected by welfare reforms and unable to work) would not be able to pay, which may affect their ability to get out and about (7 respondents). The point was also made that some disabled people, particularly with severe disabilities, have no option but to use their own transport and will therefore have to pay.

6.8 Livestock traders annual parking permit

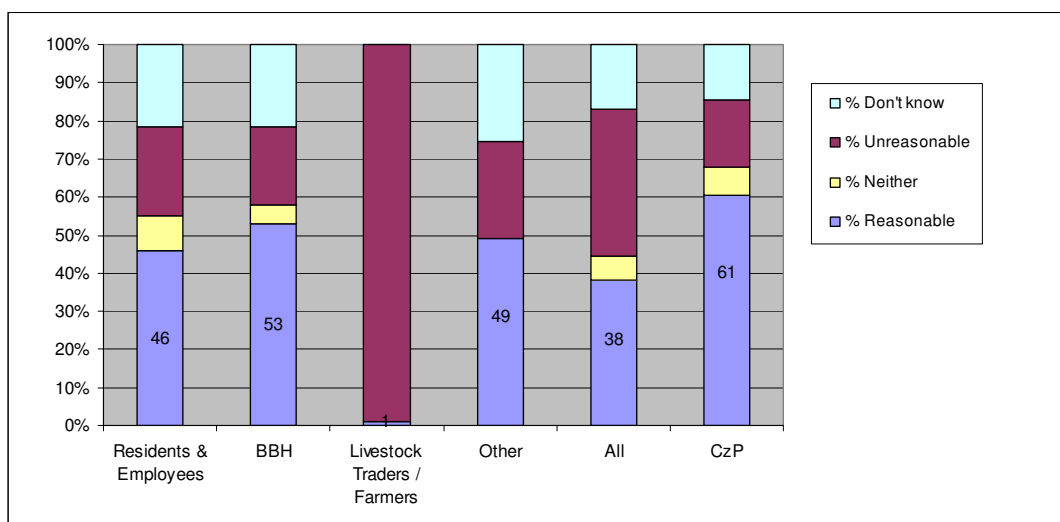
Views were sought on re-introducing a fixed charge for livestock market traders for the annual parking permit at the Bakewell Agricultural Business Centre. The charge proposed was £50 plus VAT.

A number of those responding 'Don't know' felt unable to comment as the proposal did not directly affect them. Of those that did, 61% of the Citizens' Panel felt the proposals were reasonable, as did around half of the non-farming businesses and organisations responding.

Many of those in favour felt the proposal was reasonable because it was re-introducing a charge that had previously been relaxed for a specific reason (Foot and Mouth Disease) (121 respondents) although some felt it should be at the original rate of £40. *"It is right that a tariff which was acceptable before the outbreak should be reinstated"* (local resident).

However, many also felt it was unreasonable to re-introduce the charge at a time when the farming community needs support (66 respondents), because the market brings trade to Bakewell (19 respondents) and farmers already pay fees to the ABC and may decide to go elsewhere (12 respondents). *"As Agricultural Chaplain I know how valuable and reasonable the 'no-fee' has been. Farmers not only trade at the market but trade in the town as well, adding to the retailers income/profit..."*

To provide a more complete picture of views, the results of the farmers survey, carried out by Bagshaws on sales days during the consultation period, have also been included.



The strength of feeling amongst the farming community is demonstrated within the results with 99% responding that the proposal is unreasonable. Comments received include: “The market brings a lot of business to Bakewell” and “I support the market by coming to buy 40-60 cows every week. If you charge I will stop coming, that means the market will go downhill”.

6.9 Bringing additional car parks into charge

Regarding the proposal to introduce charging in five (currently free) District Council car parks, as with 6.2, the high proportion answering ‘Don’t know / Not Applicable’ have been excluded from the results to try to establish the views of those more familiar with these car parks (again visitors were not asked this question). Further analysis has again been undertaken based on those living or working within the proximity of each town / village (defined by postcode area / district where provided) to provide a better indication of views from the ‘locality’.

Car Park	% Agree / Disagree	Residents & Employees	Blue Badge holders	Other	All	Locality	Citizens' Panel
Cockayne Avenue, Ashbourne	% Agree	24	32	17	25	24	37
	% Neither	17	22	26	19	7	16
	% Disagree	59	46	57	57	69	48
Edgfold Road, Matlock	% Agree	26	29	19	26	29	44
	% Neither	19	19	30	20	10	15
	% Disagree	55	52	52	54	61	41
Market Place, Cromford	% Agree	23	23	18	23	24	36
	% Neither	12	20	21	14	8	15
	% Disagree	65	56	61	63	68	50
Pig Market, Bakewell	% Agree	27	35	20	28	28	46
	% Neither	18	23	29	20	10	17
	% Disagree	55	43	51	52	63	38
Canterbury Road, Wirksworth	% Agree	21	24	14	21	24	39
	% Neither	17	19	32	18	10	17
	% Disagree	62	56	54	60	66	44

The majority of those responding disagreed with proposals to bring the five car parks identified into charge, ranging from 63% of respondents who disagreed with proposed charging at Cromford Market Place (68% within the locality) to 52% who disagreed with charging at the Pig Market car park (off Buxton Road) Bakewell (63% within the locality).

Residents and employees working in the Dales and others commenting raised the following concerns regarding the proposals in each town / village (similar comments were received from the Citizens' Panel): trade would be affected as both locals and visitors would be discouraged from stopping in towns if no free parking was available (69 respondents); the resulting displacement of vehicles onto already busy residential streets (63 respondents); these car parks are used by locals and workers and should remain free (22 respondents) and each area should retain at least some free parking spaces (18 respondents). Some felt it was right to charge but restricted to short stay to encourage turnover of spaces (25 respondents). Others felt if charging was introduced, residents permits would need to be provided in car parks used daily by residents e.g. Cromford Market Place.

Comments more specific to particular locations included: the effect on local trade and on local residents who have nowhere else to park (Cromford Market Place – 20 and 17 respondents respectively); the lack of permit holder spaces already and lack of alternative places to park (Pig Market – 31 respondents with some also commenting on the unsuitable layout of the car park for wider use); the impact on users of local sports clubs, recreation ground and services nearby e.g. Adult Education centre (Cockayne Avenue – 21 respondents) and lack of alternatives for residents, workers and those visiting the school (Canterbury Road - 12 respondents).

Businesses responding had similar views, with the majority disagreeing with the proposals. Organisations responding had mixed views, depending on where they were based. Regarding the Pig Market car park, the Peak District National Park Authority raised some concern about the potential displacement of vehicles elsewhere and Bakewell Town Council were not in favour of losing permit holder spaces. Derbyshire County Council commented that it would need to consult with permit holders if the car park was to also become Pay & Display on a first come first served basis.

Regarding Cromford Market Place, the County Council raised concerns regarding the lack of alternative on-street parking for local residents, and that the car park is within the Derwent Valley World Heritage Site which may prevent the use of white lines to denote parking spaces. Cromford Parish Council were not in favour of charging, expressing concerns about potential displacement onto side roads and the impact on village businesses.

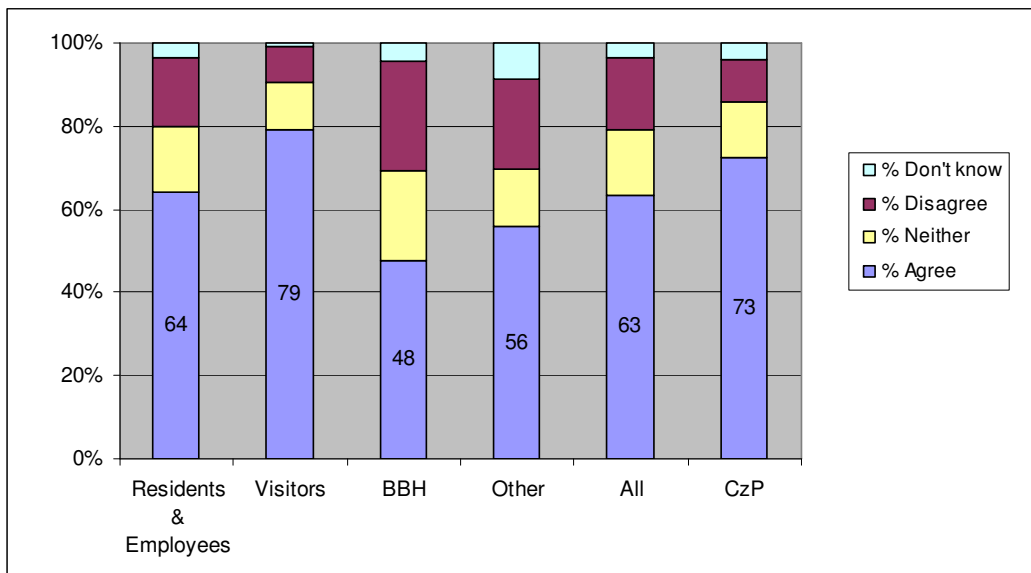
Regarding Cockayne Avenue, Ashbourne, the County Council identified the potential for displacement of vehicles owned by traders and users of sports clubs onto neighbouring residential streets. It was suggested that consideration be given to introducing concessions for frequent users.

6.10 Replacing parking machines

As part of the Council's proposed machine replacement programme, the survey asked for views on allowing payment by either debit / credit card, pre-pay smart card or phone as well as cash.

The proposal was generally supported, in particular by visitors (79%). Blue Badge holders were less supportive (48% agreed compared with 64% of residents and employees working in the Dales and 73% of the Citizens' Panel) which may relate to previous comments regarding the potential introduction of charging and access to machines. Businesses responding had mixed views.

Of those respondents commenting who weren't in favour, some felt expenditure on new machines wasn't justified at this time and could only be met by increasing charges (16). Others felt it depended on the costs involved and that machines should only be replaced when necessary (18 respondents). Some felt new machines should give change (13 respondents) and others questioned the reliability and security of machines taking cards (8 respondents). Similar comments were received from the Citizens' Panel.



The majority of organisations responding supported the introduction of different payment methods, including the Peak District National Park Authority and Visit Peak District. The Peak District National Park Authority suggested that the Councils' visitor permit be better marketed to encourage movement around the area. Visit Peak District would like to see a Peak District day rover ticket introduced (by partners) for use in any Peak District car park. From the visitor perspective, convenience when using car parks was key.

6.11 Other comments received

Just over half of the respondents to the public survey provided comments on the proposals. Comments relating to proposed changes to the policy have been considered within the report where appropriate. A wide range of other comments were received. Rather than try to summarise these, the comments received are set out in Annex 4.

7. Conclusion

Whilst some of the proposed changes to the car parking policy are generally supported, such as designating short stay only car parks, introducing a flat rate charge for evening / overnight parking and providing other payment options as well as cash, the majority of respondents feel the proposed parking charges are too high. This proposal has generated the most comments, both via the survey and other written responses received.

Introducing a 30 minute tariff option appears to be favoured by most respondents, although those businesses responding were less supportive. However, a number of those responding felt the tariff should be lower than 70p. Most residents responding appear willing to pay something towards a second or replacement residents permit, but at a lower amount than that proposed.

There are mixed views on introducing charges for Blue Badge holders and re-instating the charge for Livestock traders to park at the Agricultural Business Centre. In both cases, those directly affected have raised concerns, although a similar proportion of Blue Badge holders feel it is reasonable to charge compared with those who feel it is unreasonable.

The proposal to bring additional car parks into charge is not generally supported, with concerns being raised about the proposals in each area.