

Somerset County Council

Transport Policies

PARKING STRATEGY CONSULTATION REPORT



March 2012

Parking Strategy - consultation report

1 Introduction

The Parking Strategy has to balance all of Somerset's different parking needs; different people, different modes of transport and different places. The wide range of needs the strategy has to meet made consultation particularly important to getting the strategy right.

This report explains the consultation process and the results it produced. It explains how we consulted the people the strategy will serve (Section 2). It explains who responded to the consultation (Section 3). It summarises some of the key issues people raised when they responded (Section 4). Finally, it explains how all of these responses will influence the final strategy (Section 5).

2 How the consultation was conducted

The consultation ran from 31st October 2011 to 20th January 2012. The strategy and more information about the consultation were available on our website (www.somerset.gov.uk/transportstrategy) throughout the consultation period.

The consultation was open to anybody interested in responding and a press release was made (and picked up by a number of media outlets) to promote the consultation. Direct invites to participate were issued to Parish, District and Town Councils, developers identified through consultations on Somerset's Future Transport Plan and our travel planning work and other organisations with a direct interest in the strategy (including regeneration, cycling and motorcycling organisations). Respondents could comment on the strategy by email, post or phone.

The consultation did not include specific consultation questions, as the range and depth of respondents' interests made setting meaningful questions difficult. Instead the consultation was left open so people could identify the specific issues that mattered to them. A focus group was hosted by Compass Disability Services to help us understand how the strategy met the parking needs of people with mobility problems.

3 Who took part

Table 1 below shows the numbers of people (and organisations) that took part in the consultation.

A significant number of responses related to parking charges which do not form part of the Parking Strategy. Whilst Somerset County Council has applied to the Department for Transport for civil parking enforcement (CPE)

powers there are no Somerset County Council plans to introduce new on-street car parking charges at this time. If our application for CPE powers is successful, we would only introduce new parking conditions where local residents and businesses tell us there is a need for them. Responses related to parking charges are discussed further in Section 4.2. However, as these responses do not relate directly to the strategy, the analysis below separates them from other responses which relate more directly to the contents of the strategy. This should help us gain a better understanding of who is interested in the strategy.

	All responses	Parking charges	Strategy responses
Public*	165	154	11
Stakeholder organisations	5	1	4
Parish and town councils	24	1	23
District councils	3	0	3
TOTAL	197	156	41

* Including individual responses from Parish, Town, District and County Councillors and businesses.

Table 1 – Consultation respondents

The figures below help show the different groups of people that responded. Overall, responses are dominated by members of the public, due to the number of their responses concerned with parking charges. However, Figure 3 shows that the responses related more directly to the strategy are more evenly split across the different respondent groups. Parish and town councils make up of half of the responses received, the public form around a quarter and the remainder are split relatively evenly between stakeholder organisations and district councils.

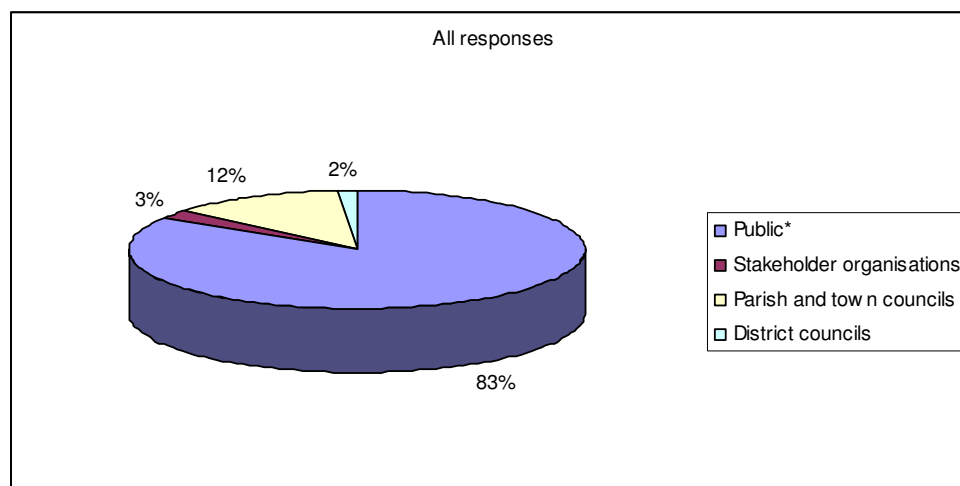


Figure 1 – All respondents to the consultation

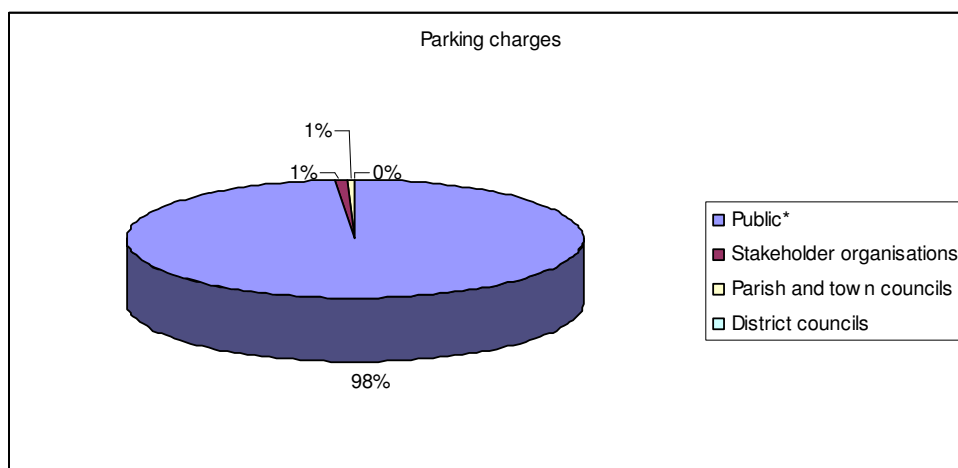


Figure 2 – Respondents concerned primarily with parking charges

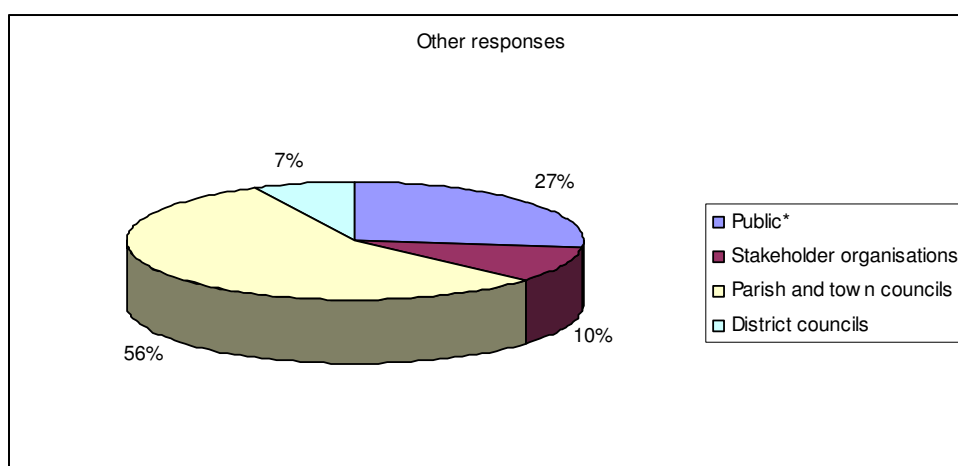


Figure 3 – Respondents concerned more directly with the strategy's contents

Appendix 1 provides a full list of all of the organisations and groups that responded to the consultation.

Consultation responses received after the 12 week consultation period were not included in the analysis.

4 What they said

This section summarises what the responses to our consultation said. A full list of the comments we received and our responses to them is included as Appendix 2.

4.1 General responses

This sub-section summarises the responses we received which relate directly to the contents of the strategy. Responses relating specifically to proposals for parking charges are considered in Sub-section 4.2. The responses were divided into 305 individual comments, which were then divided according to the section of the strategy they related to. Figure 4 shows the number of comments that were made on each section.

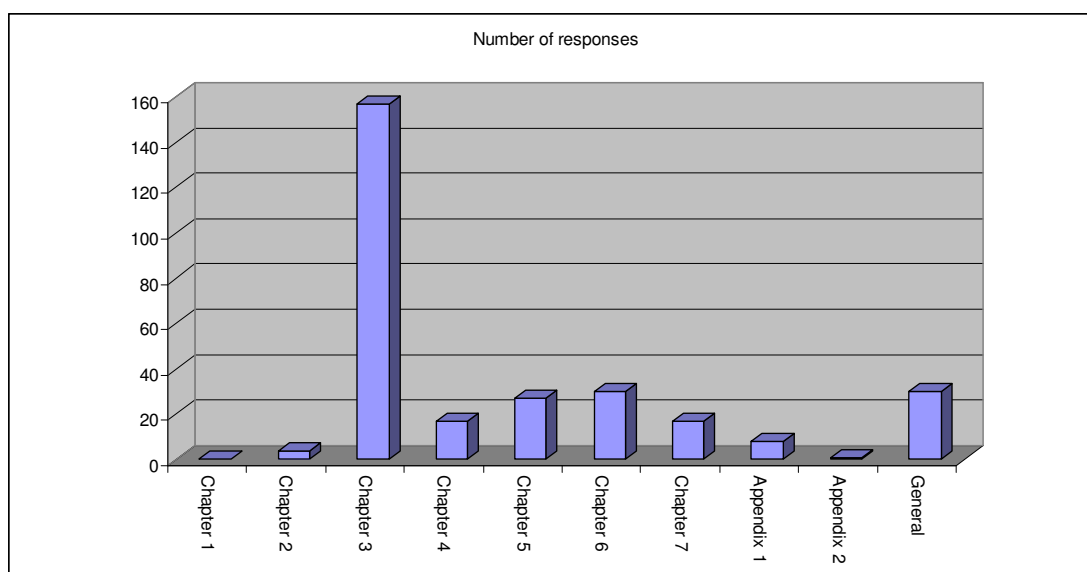


Figure 4 – Comments received by section of the strategy

The remainder of this sub-section summarises the comments received on each section:

Chapter 1 - Introduction

No comments

Chapter 2 - Policy context

Four comments were received, these either suggested updates/correction to the policy context that will be included in the final strategy or highlighted policies which respondents felt supported their views.

Chapter 3 - Development of the parking strategy

Over half of all comments received related to this chapter, which received 157 comments. These covered the full range of parking issues covered by the policies set out in Chapter 3. Some of the most commented upon issues included:

- The management of parking and Civil Parking Enforcement – attitudes to improved management and enforcement were generally positive but concerns were raised about the methods that might be used.
- The role of short and long stay parking – a variety of concerns were raised about how these two needs could be balanced. There was support for better short stay provision but also concern about changes to long stay provision.
- Anti-social parking – was a concern for many, with some supporting education and others enforcement. Some areas noted as free from anti-social parking were suggested not to need management.
- Spaces and facilities for electric vehicles, car clubs, car sharers and parents with young children received some support but their relevance and potential were questioned by others.

- Stations – there was support for more car parking at stations (and better parking management) but also concern that it needed to be part of a wider strategy designed to encourage the use of other modes.
- Charging – Concerns over the affect of increased consistency in charges and the relationship between charging and retail income were raised.

Chapter 4 – Zoning

The 17 comments on zoning included some support for the principles proposed but were dominated by concerns over the zoning of particular settlements and the boundaries and evidence used to calculate the standards.

Chapter 5 - Residential parking standards

The 27 comments on this chapter included a number supporting the standards proposed, although others raised concerns (particularly in relation to specific standards/areas or the wording employed). They also echoed concerns raised in Chapter 3 about anti-social parking and the potential for resident-friendly parking measures to address it.

Chapter 6 - Non-residential parking standards

The 30 comments on this chapter highlighted a range of views on some non-residential parking issues. Concerns were raised over specific standards and other comments identified aspects of the strategy that will be clarified or corrected.

Chapter 7 - Design and layout

Of the 17 comments received, the most common theme addressed was the need for garages to accommodate modern cars (although some concern was raised over the land taken up by larger cars).

Appendix 1 - Full details of option appraisal

The 8 responses received centred on respondents' desire for information on the calculations underlying this appraisal. However, it is also important to note that other, more general, comments suggested that the strategy already provided too much detail.

Appendix 2 - List of output area wards by zone

The only comment on this chapter concerned the zoning of a specific settlement. See also comments on Chapter 4.

General

30 general responses were received which did not refer to specific sections of the strategy. A number expressed support for the overall approach proposed, whilst some suggested a general disagreement with the proposals. A number raised specific local issues, others suggested a need to work more closely with local organisations and neighbouring authorities. Comments on the strategy's readability, questions on next steps and need for a parking strategy suggest the document may not have communicated clearly to all readers.

4.2 Parking charges

We received a significant number of responses to the consultation that were concerned primarily with the introduction of parking charges in market towns, particularly Castle Cary. **Somerset County Council has no plans to introduce on-street car parking charges in Castle Cary, or any other town, at this time.** It remains unclear what the specific local trigger was for this feedback.

Somerset County Council has applied to the Department for Transport for civil parking enforcement (CPE) powers across the County. These powers would allow us to introduce on-street charges and controlled parking zones, and impose and collect penalties in the way that traffic wardens did on behalf of Avon and Somerset Police in the past. We expect a decision from the Department for Transport sometime in April. **If our application for CPE powers is successful, we would only introduce new parking conditions where local residents and businesses tell us there is a need for them.**

As these responses do not relate directly to proposals made by the strategy, they have been considered separately here to allow us to provide a full response to them without detracting from the more direct comments discussed above. However, these responses did raise some specific points about the strategy's contents which it is important to consider here:

- The evidence used - concerns were raised that the evidence used to inform the strategy was not appropriate. As the strategy does not propose on-street parking charges for any market town(s), it was not designed to provide the detailed evidence that would be required to support such a decision. The evidence presented is not intended to be applicable in all places or to all potential proposals and we are clear about its limitations. It is, however, appropriate for the job it does in this strategy, informing our high level policies for parking.
- The assessment of options – concerns were raised that the appraisal of options undertaken to support the strategy's development was not appropriate. The appraisal process was designed and used to help us choose the best policy options for the county at an appropriate strategic level. These policies acknowledge where their application will vary in different places or circumstances and are not expected to apply universally. The tools used are designed to help us consider the value of different options against a wide range of indicators (not merely financial factors) and are appropriate for the job they do in this strategy.

Concerns were also raised over the performance of individual options within the appraisal. The strategy has to balance the need to be as open as possible in this respect, with the demand for concise and understandable documents. Therefore, it was not appropriate to explore each individual option's performance in detail. It is also important to note that these scores apply to policies considered on a countywide basis (as described above) and, therefore, may have different overall impacts than the specific local impacts envisaged in some responses.

All responses on this issue will be shared with Somerset County Council's Traffic Management Group, which is overseeing our application for CPE powers, so that they can make sure they are considered in their work. The strategy will also be amended to ensure Somerset County Council's position in relation to its application for CPE powers is made clear.

4.3 Compass Disability Services Focus group

To help us make sure the strategy recognises the parking needs of people with mobility problems a focus group was hosted by Compass Disability Services. This allowed us to discuss the strategy with people with a wide range of different needs and get an understanding of what they thought of our ideas.

In the focus group a Somerset County Council representative summarised a variety of different sections of the strategy which were identified (by working with Compass) as being particularly interesting to attendees. Attendees could then ask questions and make comments or suggestions. These responses were recorded in a report produced by the meeting's facilitator, alongside individual written responses collected afterwards.

The responses of the 21 attendees raised a wide range of different issues. The table in Appendix 2 details the key issues raised and the changes or additions to the strategy that have been made as a result (the full report is available on request). Some of the key issues raised by the group included:

- The need to prevent abuse of blue badge parking spaces.
- That standards for blue badge parking provision properly reflect the number of blue badge holders.
- Some attendees have had problems requesting blue badge bays in residential areas.
- That the location and size of parking bays is crucial to their accessibility.

5 *How responses will inform the strategy*

The full list of the comments and our responses to them, which is included as Appendix 2, shows how we have reacted to consultation responses. The amendments proposed will be incorporated in a new draft of the parking strategy before it is taken forward for adoption by the council.

Understanding what people think of the draft strategy has been a vital part of making sure our work helps to meet Somerset's parking needs. Somerset County Council would like to thank all those who contributed to the consultation.

Appendix 1 – organisations and groups which provided responses:

Responses concerned primarily with parking charges (as discussed in Section 4.2) are denoted by *italic text*.

Stakeholder organisations:

Friends of Crewkerne Station
Frome & District Chamber of Commerce
Sustrans
Vision for Frome
Care4Cary

Parish and town councils:

Ashwick Parish Council
Axbridge Town Council
Bishop's Hull Parish Council
Bruton Town Council
Bruton Town Council
Brympton Parish Council
Buckland Dinham Parish Council
Burnham on Sea & Highbridge Town Council
Chard Town Council
Charlton Mackrell Parish Council
Closworth Parish Council
Cranmore Parish Council
Crewkerne Town Council
Dulverton Town Council
Frome Town Council
Misterton Parish Council
North Cadbury and Yarlington Parish Council
Nynehead Parish Council
Stawley Parish Council
Watchet Town Council
Wells City Council
Williton Parish Council
Yeovil Town Council
Castle Cary Town Council

District councils:

Sedgemoor District Council
South Somerset District Council
Taunton Deane Borough Council

Appendix 2 – Consultation response register

Strategy responses:

Respondent	Section of document	Comment	SCC response	Action for SCC
Councillor	Chapter 5 - Residential parking standards	I am glad this increases the number of parking spaces for new developments. It is nearly up to my personal preference of 1 space per bedroom. I will not quibble about 3.5 rather 4 for a 4 bedroom house in a rural area. My one observation is that it should specify that garage space should not be included as after a while garages as used as stores which can cause parking problems on the streets.	The strategy aims to recognise the variety of uses garages have but the impact of this on the parking standards is not clear from the draft document.	Clarify the status of garages in relation to the residential parking standards.
Member of public	Chapter 6 - Non-residential parking standards	Bruton suffers from lack of parking, well proved by District Council surveys and a budget of £25,000 exists to help find car parking but can't find sites due to planning issues. Congestion problems and lack of support for businesses result from this. Wincanton would like to keep the parking it has, to protect local industry but is threatened by developments	The strategy aims to provide the right amount of parking for new developments across the county, to avoid this type of issue. The strategy also recognises the role parking can have in supporting local economies, seeking to move away from a one size fits all approach.	No change to strategy.
Member of public	Chapter 3 - Development of the parking strategy	PM3.2: Oppose	The use of increased charges to support Policy PM 3's aim of directing long stay parking to less central areas demonstrated a good degree of value for money and could, therefore, offer a useful tool. However, the strategy recognises other methods that may also be appropriate, it will be important to ensure the most relevant method is selected when specific changes are made based on this policy.	No change to strategy.
Member of public	Chapter 3 - Development of the parking	PM6: Note that parking in bus stops is a significant problem, particularly in areas like the middle of Wellington where it can cause significant delay to all road users as buses are forced to stop in the middle of	Support noted.	No change to strategy.

Member of public	strategy Chapter 3 - Development of the parking strategy	the road. PM6.1/6.2: Strongly support this concept if shown to be value for money.	Support noted.	No change to strategy.
Member of public	Chapter 3 - Development of the parking strategy	PM7.2: Oppose	As this option's description notes, it could have a range of impacts and would only be appropriate in some circumstances. It would only be pursued in appropriate circumstances.	No change to strategy.
Member of public	Chapter 3 - Development of the parking strategy	PM7.4: Oppose	Whilst this option received a relatively low score, it demonstrated some value and may be useful in addressing the individual needs of specific developments.	No change to strategy.
Member of public	Chapter 3 - Development of the parking strategy	PM10.2: Oppose – how would this help? Surely those who park anti-socially aren't going to be dissuaded by this?!	A wide range of options are considered by the strategy to help develop the best policies. The wording of the section explaining the role of these options does not make this sufficiently clear and could be expanded.	Clarify this section.
Member of public	Chapter 3 - Development of the parking strategy	PP2.1: Support	Support noted.	No change to strategy.
Member of public	Chapter 3 - Development of the parking strategy	PP5: Strongly oppose provision of subsidised P&R services (supporting people who can already afford to drive a car) whilst simultaneously withdrawing subsidies from bus services which provide essential accessibility for non-car-users. I would strongly support Park and Bus where this improves the viability of existing bus services.	Noted. The use of Park and Ride is largely in order to reduce congestion, whereas public transport also has the additional benefit of improving accessibility. In larger towns, there is always a balance to be struck between these two issues.	No change to strategy.

Member of public	Appendix 1 - Full details of option appraisal	Appendix 1 is not transparent at all – it does not explain the calculations, and the weighting given to each score.	The strategy has to balance the need of different readers, in terms of its length and its treatment of technical issues. Chapter Three provides a summary of the way the appraisal process worked but it is not felt that including full details of each of the underlying calculations would be beneficial to the majority of readers.	No change to strategy.
Dulverton Town Council	Chapter 3 - Development of the parking strategy	<p>Can you please include Dulverton Town Council's imaginative, holistic, traffic management plan in your Transport Strategy?</p> <p>The Dulverton Plan has been on the table for a year and is the subject of a range of negotiations with District and County Councils concerning traffic flows, parking, car parks and CPE.</p> <p>The Plan forms part of the moves towards localism envisaged in the current Bill before Parliament. Dulverton has been a national pilot for localism activities for two years, has advised the Parliamentary Select Committee, is in discussions with CLG, features as an exemplar in Localism in Action published this week (see pages 26 and 27 of the attachment), and is currently negotiating devolution and decentralisation with West Somerset Council.</p> <p>Traffic management in this market hub town is crucial, is currently fragmented and creating problems, and would be better managed for residents, businesses and visitors if that management was local.</p> <p>Please advise how you might support Dulverton Town Council with this improvement Plan.</p>	The Parking Strategy takes broad approach to parking issues. Any local traffic management plan would need to be included during implementation.	No change to strategy.

Member of public	General	Unfortunately the document is so long very few will be interested to read it and comment.	The strategy has to balance the need for brevity with the need to provide enough detail to allow people to engage properly. It is a technical document, the key elements of which (such as the standards set out in Chapters 4 and 5) cannot be summarised in an easy to understand way. Therefore, it was decided that providing a reasonably full summary of the work underpinning the strategy would be most appropriate for most readers, in this instance. The strategy was also, however, informed by the work undertaken in developing Somerset's Future Transport Plan. Somerset County Council consulted on this, much shorter, strategic document last year. Therefore, through this mechanism, the strategy should be able to represent the views of a wide range of stakeholders, with differing capacities to engage.	Will note this comment when designing future consultations and explore more creative ways of providing different levels of detail for different people.
Sustrans	Chapter 3 - Development of the parking strategy	Illegal and anti-social parking is a source of great irritation and complaint in Frome as your local members know very well. There is little prospect of the police taking much interest. I am convinced CPE is the only effective way forward. You will be aware that in some counties such as Dorset the County has adopted the powers if the Districts are unwilling. It is very difficult to gain public understanding that there is no such thing as free parking. We all pay for the facility one way or the other. The current situation is exactly the wrong way round encouraging car travel to out of town shopping with "free" car parks while charging for town centre parking. Therefore anything you can do to redress the balance must be good.	Support noted.	No change to strategy.

Sustrans	Chapter 3 - Development of the parking strategy	<p>You are advocating "consistency" for car park charging. However at one time I was responsible for writing a proposal for car park charging for a District Council with a brief that charging had to be consistent and had a financial target. Fortunately I retired before it was implemented and predictably it was a disaster. This is because each town has a different shopping offer so broadly speaking the demand for parking in better shopped towns is higher and can support higher charges than smaller towns. The result for smaller towns of consistent charges was that the car parks were emptied and people drove further to larger towns, not necessarily a rational response I acknowledge but it happened and policy had to be reversed.</p>	<p>The strategy recognises this important challenge and promotes consistency between similar centres rather than simple uniform charges. This would allow the different needs and functions of different places to be accommodated, whilst avoiding the perverse effects of uncoordinated changes.</p>	No change to strategy.
Sustrans	Chapter 3 - Development of the parking strategy	<p>You do not seem to acknowledge awareness of the distribution of car parking revenue. Yes, ideally short term parking should be cheap to encourage town centre shopping but although I have no idea what your Districts' distribution is I remember ours was about 80% of income being received from parking for one or two hours. For a District desperately trying to balance their budget it is unrealistic to expect them to give that up.</p>	<p>Any alterations to charges would have to be based on their affordability to the charging body. However, within these bounds, there are often opportunities to manage charges (as set out in the strategy) to improve the use of parking space.</p>	No change to strategy.
Sustrans	Chapter 3 - Development of the parking strategy	<p>On street parking you say can provide some traffic calming. Yes I agree but it still needs to be controlled. In Frome it is out of control with the result that traffic is so calmed that buses, waste collection or emergency vehicles are sometimes unable to get through. Also parking is appearing on main roads leading to long delays. The result is that if driving I find myself rat running through residential roads which are similarly over-parked but with less traffic the delays are shorter.</p>	<p>Agree, whilst the strategy recognises the role parked cars can play in calming traffic, it also promotes management strategies to prevent inappropriate, anti-social and dangerous parking.</p>	No change to strategy.

Sustrans	Chapter 3 - Development of the parking strategy	<p>Cycle parking: There has been some improvement in Frome but there is plenty of scope for more. Good idea to take opportunities e.g. a low cost stand fitted to other street furniture, to provide secure parking for one or two bikes in numerous locations. Four points</p> <ol style="list-style-type: none"> 1. Yes new & altered houses should have a secure cycle parking opportunity but you will need to convince the planning authority. 2. I note your illustration of Sheffield stands included roadside bollards. In Frome stands have been placed on pavements without bollards and this has been taken as an invitation for cars and vans to park tight up to them making them unusable. 3. Yes as well as safe routes to them cycle parking is needed at the rail station and at bus stops in the town and popular stops around the town, but you may need to compete for space with coffee shop tables! 4. Most cyclists are ,unfortunately, local so I do not think that signposting cycle parking is likely to be good value for money. 	Support noted.	No change to strategy.
Sustrans	Chapter 3 - Development of the parking strategy		<p>Signage will be useful to maximise the use of new facilities but also to new or visiting cyclists who may lack this cycling specific local knowledge. The type of signage provided should be appropriate to the individual situation.</p>	No change to strategy.

Sustrans	Chapter 3 - Development of the parking strategy	<p>PM1:1 - Local people are likely to know best what their needs are and they should be actively engaged in any survey: For instance Bristol CC sought nominations from the public for cycle parking locations: PM2:1 - We support the aim of increasing cycle parking: In locating cycle parking we would recommend you to refer to the available guidance: Sustrans information Sheet FF37 is a little out of date now, but still useful http://www.sustrans.org.uk/assets/files/Info%20sheets/cycle%20parking%20info%20sheet.pdf</p> <p>Cambridge Cycle Campaign have an excellent guide which is very good on urban street parking - http://www.camcycle.org.uk/resources/cycleparking/guide/</p> <p>TfL has good guidance on workplace cycle parking provision - http://www.tfl.gov.uk/assets/downloads/businessandpartners/Workplace-Cycle-Parking-Guide.pdf</p> <p>Providing good quality cycle parking on the carriageway by removing car parking spaces if the footway or other area is not available should be encouraged as not only does this often offer the most convenient location, it sends a message to travellers that cyclists are valued and welcome. Again Bristol CC have installed some good examples.</p> <p>PM2.2 and PP2.1 – We welcome the inclusion of standards for parking provision for cycles in all new residential developments.</p> <p>PP6 – The bike / train combination is very efficient and provisions should be made to enable this wherever possible. In our experience there is almost always a</p>	<p>Agree. Although not explicitly referenced, the strategy was informed by these best practice sources and our more detailed 'Travel Planning Guidance' makes more explicit reference to these helpful examples.</p>	No change to strategy.
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latent demand for cycle parking which exceeds supply (not just at transport interchanges) and SCC should actively work with rail (and bus) station operators to increase cycle parking provision at stations. These measures will be even more effective if there is a parallel effort to ensure that walking and cycle access to station is convenient and comfortable and well signed. It may be beyond the remit of the parking strategy, but this should be recognised and provided for.

There is some strength in an argument for placing cycle parking at selected rural bus stops where bus users often are faced with quite a long walk to the bus stop.

Cycle parking standards – We would argue for an over provision of cycle parking on the basis that good quality parking will encourage more cyclists, and that the standards may need to be increased accordingly. At educational and health facilities, provision should again be increased in line with the aspirations of the Travel Plan where available, but always with the intention that there should be 25 – 50 % more than predicted demand. It should never be the case that a cyclist arriving at these destinations should be unable to secure the bike in a purpose built convenient facility.

Wellington Parish Council	Chapter 6 - Non-residential parking standards	My fear is that the removal of on street parking from my local town of Wellington would lead to the rapid decline of the Tim Potter and Mary Jenkins type of shop since most people would prefer to drive to the car park of the supermarket in preference to taking a bus from an edge of town parking area.	Maintaining the vitality and viability of town centres by prioritising the needs of shoppers and visitors is a central objective of the strategy. Any such change would have to be made after the consideration of its wider economic impact, including issues of the type you note. The strategy contains no proposal of this description.	No change to strategy.
Dulverton Town Council	General	Please include Dulverton Town Council's holistic, traffic management plan in your Transport Strategy: The Dulverton Plan has been on the table for a year and is the subject of a range of negotiations with District and county councils concerning traffic flows, parking, car parks and CPE. The Plan forms part of the moves towards localism envisaged in the current Bill before Parliament: Dulverton has been a national pilot for localism activities for two years, has advised the Parliamentary Select Committee, is in discussions with CLG, features as an exemplar in Localism in Action published this week and is currently negotiating devolution and decentralisation with West Somerset council. Traffic management in this market hub town is crucial is currently fragmented and creating problems, and would be better managed for residents, businesses and visitors if that management was local.	The Parking Strategy takes broad approach to parking issues. Any local traffic management plan would need to be included during implementation.	No change to strategy.

District Councillor	Chapter 6 - Non-residential parking standards	1. I am concerned at the simplistic approach to short stay parking. - Shopping is not the only town centre function, visitors may be there on business. The key need is to discourage long term parking in the best bays. Most business meetings can extend beyond 2 hours, which is the typical short stay limit, I think you should recommend the 4 hr limit. Finding a long term space in a town with multiple small car parks can be irksome. Profiled charging is better than an outright ban on longer stays as it prevents saturation of the long stay car parks from becoming a barrier. Profiled charging based on 30 minute slots will increase the pressure to vacate a space.	Although the discussion in the strategy focuses on shoppers, the policy aims to provide for a range of short stay users. A number of options are suggested for achieving this, including the use of charging to discourage (but not prohibit) long stay parking. This should allow the right approach to be selected to meet the demands placed upon different car parks.	Include reference to other short stay uses in Section 3.3.
District Councillor	Chapter 3 - Development of the parking strategy	2. you have not dealt well with fleet vehicles below HGV. A good example was the recent increase of Connaught's maintenance depot. - Here, vans (with tools in) have to be secured overnight and parking has to be provided for some arriving staff before vans can vacate space for others. Failing to deal with this will extend the unsatisfactory practice of assuming the employee will safeguard the van at their home.	Whilst this specific issue is not addressed by the strategy, it has been developed to have the flexibility to provide the right parking for different types of development. Provision of spaces above or below the standard will be considered where the need can be justified and appropriate management measures are set out in the developer's travel plan.	No change to strategy.
District Councillor	Chapter 3 - Development of the parking strategy	3. You haven't made any suggestions for shared parking lots, such as might be enjoyed by business parks. These are more space efficient, provided controls remain on reserving visitors spaces.	Section 3.4.1 of the strategy supports the shared use of parking spaces. This can help increase the efficiency of land use and support Policy PP1.	No change to strategy.

Member of public	Chapter 5 - Residential parking standards	<p>I have attempted to find in your document about parking strategy, answers about invasive commuter parking on the Spinney here in Parkfield area of Taunton...it is dire! I and other residents of this area have written various letters, emails and had our views canvassed on parking restrictions (yellow lines) on Parkfield Crescent, The Spinney and Angela Close, but have to date received no adequate answer to our questions nor solution to the dangerous and excessive parking by commuters here. This is an issue that really does need to be solved. I cannot otherwise comment on the policy, as it does not seem to address the problems in this area. The drivers of cars who park here could potentially otherwise be using more sustainable and environmentally-friendly means of transport if we (finally) got the restrictions needed in this area. Please advise...I would like to know if anything is being considered at present for this area...CPZ is definitely required here.</p>	<p>The strategy is a strategic document which sets the overarching policy for the whole county. As such, it cannot address all of the specific issues in individual areas. Instead, it aims to provide a range of tools that will help us to address these issues.</p>	<p>This issue is being addressed through separate correspondence with the respondent.</p>
Chard Town Council	Chapter 3 - Development of the parking strategy	<p>Council notes the new proposed policy which is long overdue. Council is prepared to consider negotiations to take on the responsibilities of a traffic warden on an agency basis. Council would like the existing parking restrictions reviewed on the lines of its proposals in autumn 2010 before the painting of yellow lines is undertaken. Council is concerned about rigid enforcement of parking regulations from a private profit orientated company with the ensuing bad publicity for councils. There must be full publicity for the proposed changes.</p>	<p>Support for the strategy is noted. The more specific issues raised relate to Somerset County Council's ongoing work to manage traffic in the county, rather than this strategy. As a strategic document the strategy cannot address all of the specific issues in each area. Instead, it aims to provide a range of tools that will help us to manage them appropriately.</p>	<p>This issues has been passed to the Council's Traffic Management Group for further consideration.</p>
Wells City Council	General	<p>1. Paragraph 2.39 notes that smaller towns should be examined on a 'case by case basis' and in particular tourist towns such as Wells 'may' require a closer review of provision. The City Council wishes to make the point that in the case of Wells 'may' is inadequate; Wells does require closer attention</p>	<p>These comments appear to relate to the existing Countywide Parking Strategy for the period 2006-2011 rather than the draft currently under consideration. As a more strategic document the revised strategy aims to set our overarching approach to</p>	<p>No change to strategy.</p>

because of its peculiar circumstances. The recommended wording is: "Wells does require a closer review of provision".

2. Paragraph 3.12 states that Wells as a tourist destination has made substantial parking provision for day trippers wishing to spend long periods of time touring the town. The City Council recommends the addition of long-stay parking at Princes Street car park.

3. Paragraph 3.63 states that in Wells, parking is managed to cater for tourism with parking charges designed to encourage 'short stays of less than 4 hours, so maximizing car parking turnover and numbers of visits, whilst ensuring that the number of cars in the city are kept at sustainable levels'.

a. The City Council wishes to draw attention to the urgent need for improvements to the signage to car parks for visitors arriving in the City.

b. There is also a need for much longer-stay parking, over 24 hours, to assist overnight visitors in city centre accommodation.

4. There appears to be no mention of how the Parking Strategy relates to the Localism Bill and therefore the importance of the community of Wells in influencing its own parking strategy. The City Council considers Wells to be a unique situation, it therefore considers the City Council should have a say in the parking strategy; there should be an obligation on the district and county authorities to take the views of the City Council into consideration.

parking. Therefore, it does not contain the location specific issues discussed here. However, the strategy has been designed to have the tools and flexibility to help address issues of this type at the appropriate time.

Friends of Crewkerne Station	Chapter 6 - Non-residential parking standards	<p>I find on page 70 of the consultation document a recommendation that the number of parking spaces at railway stations in all three zones should be 1/20 Peak Period Passengers. At Crewkerne, most people travel away for much of the day. The peak period for parking is about 11am. The maximum number of cars trying to use the car park is probably about half the number of passengers leaving the station by train between 6am and 11am. So are you saying that SCC policy would be to reduce the number of spaces to about 10? If not, what is the purpose and implication of the figure quoted. We commented that an integrated rail/bus/taxi service should be available. I have learnt that although taxis wait at the station for fares the national rail website says there is no taxi rank at the station. This is in spite of the fact that the taxis pay £360 for a licence to wait there. This would be something to raise in liaising with South West Trains.</p>	<p>The figure 1/20 peak period passengers on p.70 refers to cycle parking, car parking at stations is considered on p.71. This confusion is likely to have been caused by the incorrect subheading 'car' in the table on p.70. This error will be corrected. The standard proposed for car parking at new stations suggests they should be treated on a 'case by case' basis, in order that issues like those outlined can be taken into account. It is also important to note that these standards are designed to apply to new developments and would not be imposed retrospectively on existing parking provision.</p>	<p>Correct subheading 'car' in the table on p.68 to read 'cycle'. The issue of taxis at Crewkerne Station will be raised with South West Trains.</p>
Bishop's Hull Parish Council	General	<p>Bishop's Hull Parish Council considered this draft Strategy at their meeting on 15th December, and fully support what is being proposed.</p>	<p>Support noted.</p>	<p>No change to strategy.</p>
Member of public	General	<p>overall; it reads a little inward looking, when the major issues facing the County can really only be developed through strategies linked to neighbouring authorities. Is there scope to make 'larger-than-Somerset-issues a more prominent feature throughout? In your rail strategy your comments on the improvements needed for the Exeter-Waterloo line are right in this respect: It is a policy that needs to be given much greater profile and emphasis. The plan is silent on a major issue: the poor provision of North/South transport routes. This is a fundamental issue in S Somerset where many communities are suffering from traffic densities that are quite out of proportion to the size and layout of roads. A previous LTP recommended (para 7.1): 'The strategic network (national and regional routes) will be</p>	<p>The strategy has been developed in consultation with neighbouring authorities through the 'Transport Technical Group' Parking sub-group in order to address cross-border issues. However, our approach to many of the issues noted is set out in the recently published 'Somerset's Freight Strategy' and the forthcoming 'Somerset's Rail Strategy'. In particular we work closely with neighbouring authorities through the South West Freight Forum to tackle shared problems.</p>	<p>No change to strategy.</p>

promoted for use by heavy goods vehicles rather than county routes or routes of a lesser standard.' We are not confident that this is happening. What we would like to see proposed is for example weight and length restrictions where the weight and wheel base of vehicles makes them inappropriate for the local roads that they are trying to drive through. Would you consider such a recommendation? I could not see that you discuss a major Somerset issue: the inadequacy of the A357 and other North-South routes. You rightly point out: 'A key issue in terms of freight routing is that decisions made in other areas can affect Somerset and vice versa. Decisions made by other authorities recently are likely to have a detrimental effect on communities in Somerset including decisions made by neighbouring authorities which may increase HGV traffic through sensitive areas within the Somerset border.' Could you not be recommending to the Highway Authority some practical and constructive steps that could be taken to remedy this unsatisfactory situation. We have the problem where excessive traffic is using the A357 as a major north / south route, possible because the Dorset County Council is doing little to improve the unsatisfactory stretches of the primary route, the A 350. Is there a shared strategy proper and liaison on such issues with your opposite numbers in Dorset? Proper signposting is needed in both directions to ensure HGVs use the primary route ie the A350..

Member of public	Chapter 6 - Non-residential parking standards	Finally: Parking policy. This needs to be re-considered in the light of the Portas report, which clearly shows the vulnerability of shopping towns to poor and/or expensive parking provision. It wd be suicidally foolish to impose such charges in the centre of Castle Cary, for example. Had you considered the solution proposed in Stalbridge; where to keep parking free, and to motivate more trade in the town, each retailer contributes pro rata to the local council pot? I think this wd make better sense.	The Portas Review was launched after the Parking Strategy was issued for consultation, which is why this is not mentioned. However, the Portas Review only looks at parking from a retail point of view and does not consider the wider issues related to the provision of parking in town centres, such as the annual cost to Local Authorities to maintain these spaces or the way in which parking can be used as a traffic management tool. This comment refers to a specific scheme request already being dealt with by council officers and is reflected in the respondents subsequent comments on Residential Parking Zones.	Include short section in Policy Section to refer to this.
Councillor	Chapter 5 - Residential parking standards	My response concerns the restriction of parking on residential suburban roads. I refer especially to the suburban ring around the centre of Taunton because this area has particular characteristics, notably the existence of two interlocking Park and Rides serving a large commuter population. In summary, I am asking for the adoption of a "Resident Friendly Parking Policy" in these areas. This policy was promised as a response to the introduction of the second Park and Ride at Henlade. It was aborted for almost two years for two reasons. Firstly, because all new T.R.O.s were put on hold until the effects of the new Park and Ride on the habits of commuters was evaluated. (In my Division, the effects were zero). As soon as T.R.O.s were reinstated, the budget was cut completely. When the budget was reinstated, the policy had changed, and was replaced by a much more limited policy of limiting any new parking restrictions to double yellow lines for any stretches where risks to roads safety were clearly identifiable (e.g. junctions with visibility restricted by parked vehicles), or where severe congestion could lead to possible road safety risks. Throughout this period, new Resident Parking Zones were embargoed because of budgetary issues during the transfer of responsibilities from Districts to the		No change to strategy.

County Council.

Councillor	Chapter 5 - Residential parking standards	<p>I note that the consultation document makes reference to national and local policy documents which contain statements in support of reducing the imposition of large-scale commuter parking in residential roads. PPS4 refers to the need to ensure that “parking standards are appropriate to achieve increased levels of non-car transport” (page). Objectives of a parking policy include “to manage parking to meet the needs of residents” (page 12). Parking management in favour of residents is to go beyond issues of road safety, because “within residential areas, quality of life is an important consideration” (page 21), and “RP2 may be used to give priority to residents where parking by other road users would be inappropriate”. Page 34 onwards gives consideration to a Resident Friendly Parking Policy, and notes that “in residential areas where there are clear conflicts between resident and commuter parking, measures to manage on-street parking will be considered at the request of residents.” It is noted that in extreme cases in new developments “under-provision of parking can lead to anti-social behaviour”, and I suggest that this can be equally applicable to streets where the combination of residents’ and commuters’ cars leads to many more cars seeking parking spaces than are available. What I do not find in the consultation is a clear statement of</p>	<p>The Council's view is that RPZ's should only be implemented if a safety issue is identified. Wider issues, such as aesthetics and people not being able to park right outside their house, are not currently considered worthy of implementing RPZs.</p>	<p>Clarify the point about when RPZ's could be implemented.</p>
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intent that the County Council will seek to return to a Resident Friendly Parking Policy which reflects the above extracts, and reflects the demands of residents which are not currently being met. I would like to see the policy changed along the following lines. Parking Policy in residential roads should be extended beyond the need to ensure road safety and avoid severe congestion which could lead to risks to road safety.

Councillor	Chapter 5 - Residential parking standards	<p>Firstly, Displacement of parking should be addressed. It is pointless to put in parking restrictions on a short stretch of road which is currently congested by commuter parking and judged to be unsafe, when it is obvious that the commuters will move a few yards further up and the problem will begin all over again. This is wasteful of time and money and fails to take the needs of residents into account. Officers should be able to identify a wide enough area to deter commuters, not just move them a bit further along the road.</p>	<p>The Council's view is that RPZ's should only be implemented if a safety issue is identified. Wider issues, such as aesthetics and people not being able to park right outside their house, are not currently considered worthy of implementing RPZs. In this instance it should also be noted that a 'wide enough area to deter commuters' would require the almost total restriction of parking across Taunton.</p>	No change to strategy.
Councillor	Chapter 5 - Residential parking standards	<p>Secondly, the burden of proof needs to be put onto the commuter rather than the resident. The Council should ask the question "Why do commuters need to use this street ?" rather than "why should commuters be excluded from this street ?" Residents are very unlikely to ask for parking restrictions (such as single yellow lines for limited parking) which curtail their right and the right of their visitors to park on the street if they do not have a good reason. They are unlikely to be prepared to pay for a Resident Parking Zone and go through the administrative issues of resident and visitor permits unless their quality of life is being severely eroded by commuters.</p>	<p>The public highway is just that. Residents do not have any greater right to park on the highway outside of their house than a commuter. The policy gives people the opportunity to seek a scheme where there may be a safety issue.</p>	No change to strategy.

Councillor	Chapter 5 - Residential parking standards	Problems not addressed by the current SCC policy include :- larger vehicles such as buses and recycling vehicles finding it difficult to negotiate certain stretches, roads congested to the extent that drives are partially blocked, residents emerging from their drives have to pull right out into the road with limited visibility, residents having to park well away from their houses where the vehicles cannot be kept under observation, parking so close that is difficult for individuals to get in and out of a space, visitors (including care workers) having nowhere to park near the house they are visiting. These are problems which may not need 24 hour double yellow lines, or where double yellows would not help to solve the problem, but where single yellow lines or a Resident Parking Zone (depending on the wishes of residents and the circumstances of the area) would provide a solution. Restricting commuter parking would make environmental and economic sense as well as meeting residents' needs, because it would increase the use of bus services (many of which are threatened by the withdrawal of SCC subsidies) and of the Park and Rides which have received massive SCC investments and are key elements in SCC transport strategy.	Residents do not have any greater right to park on the highway outside of their house than a commuter. With regard to blocking of streets, this would be regarded as a safety issue. The Council is in close liaison with Public Transport operators, emergency services and refuge services and are made aware of any streets where problems are arising. Other issues raised noted.	No change to strategy.
North Cadbury and Yarlington Parish Council	General	The Planning Considerations are sensible and stipulate the parking requirements in various types of new development. We don't think we can offer anything other than our support.	Support noted.	No change to strategy.

North Cadbury and Yarlington Parish Council	Chapter 6 - Non-residential parking standards	Public Parking is another matter and the strategy seemingly revolves around trying to achieve charging for public parking throughout towns in the County, both in car parks and on street, using the proceeds to finance the cost of implementation and enforcement. Within a rural community with grossly inadequate public transport, which is soon to be further depleted, our electorate are obliged to use their own transport to undertake shopping trips to local towns. The cost of running a car is already punitive and to add more to the cost is not acceptable. It is also certainly unhelpful to traders in Wincanton and Castle Cary, our two local towns, who already struggle to attract custom away from the supermarkets who almost invariably provide free parking. It seems to be a classic case of the "one size fits all" approach, which we cannot support.	Maintaining town centre vitality and meeting residents needs are key objectives of the strategy. Policies PM3 and PM4 prioritise the needs of shoppers in order to support local businesses. The strategy aims to avoid a 'one size fits all approach'. It explores a wide range of options for managing parking and notes the limited role more restrictive measures are likely to have in Somerset for many of reasons noted (Section 3.3.3).	No change to strategy.
Charlton Mackrell Parish Council	General	The Planning Considerations are sensible and stipulate the parking requirements in various types of new development. We don't think we can offer anything other than our support.	Support noted.	No change to strategy.
Charlton Mackrell Parish Council	Chapter 6 - Non-residential parking standards	Public Parking is another matter and the strategy seemingly revolves around trying to achieve charging for public parking throughout towns in the County, both in car parks and on street, using the proceeds to finance the cost of implementation and enforcement. Within a rural community with grossly inadequate public transport, which is soon to be further depleted, our electorate are obliged to use their own transport to undertake shopping trips to local towns. The cost of running a car is already punitive and to add more to the cost is not acceptable. It is also certainly unhelpful to traders in Wincanton and Castle Cary, our two local towns, who already struggle to attract custom away from the supermarkets who almost invariably provide free parking. It seems to be a classic case of the "one size fits all" approach, which we cannot support.	Maintaining town centre vitality and meeting residents needs are key objectives of the strategy. Policies PM3 and PM4 prioritise the needs of shoppers in order to support local businesses. The strategy aims to avoid a 'one size fits all approach'. It explores a wide range of options for managing parking and notes the limited role more restrictive measures are likely to have in Somerset for many of reasons noted (Section 3.3.3).	No change to strategy.

Nynehead Parish Council		Although much of the strategy is not directly relevant to this rural community the council does wish to express its concern about the high cost of parking in Wellington. At a time of economic difficulty it is felt that the cost does deter people from visiting the town to the detriment of traders running local shops. it was noted that when there was free parking in the town on the Saturdays before Christmas the town was much busier.	Maintaining the vitality and viability of town centres by prioritising the needs of shoppers and visitors is a central objective of the strategy. In addition, it should be noted that parking management is required as a wider tool to ensure traffic can be managed appropriately in towns such as Wellington.	No change to strategy.
Williton Parish Council	Chapter 3 - Development of the parking strategy	I list below comments from the Parish Council to the above consultation. Chapter 3. PM1 - Why doesn't this cover Williton and rural centres – it only covers town centres and main towns. PM3 - Mentions no short stay in Williton – one is needed as it is defined as a shopping centre	The strategy covers the entire county and uses mechanisms like the zoning discussed in Chapter 4 to account for different areas needs. Although some policies apply only to more urban areas (because of their very different needs) many of the general policies apply to all areas. As a strategic document the strategy does not identify where each policy may apply. Instead, it aims to provide a range of tools that will help us to manage parking appropriately. Policies do not have to be explicitly linked to individual locations to be applicable.	No change to strategy.
Williton Parish Council	Chapter 3 - Development of the parking strategy	PM10.1 We support exclusion zones around schools	Support noted.	No change to strategy.
Williton Parish Council	Chapter 5 - Residential parking standards	Chapter 5 We support being in Zone C. We trust you will take these comments into consideration.	Support noted.	No change to strategy.

Ashwick Parish Council	General	<p>The Parking Strategy was discussed at a meeting of Ashwick Parish Council held on 14th December 2011. Following a discussion and comments previously made by Harvey Siggs regarding SCC's intention to reinforce parking offences, Ashwick PC feels that SCC's strategy should encourage (or let) people use their cars to visit towns in order to benefit/boost the economy in general, not as a means of income for the County Council; as it is generally felt it is. Given the above, Ashwick Parish Council is in support of reduced charges for car parking in town.</p>	<p>Maintaining the vitality and viability of town centres by prioritising the needs of shoppers and visitors is a central objective of the strategy. While CPE is one aspect of the wider Parking Strategy, the implementation of this element is based on a separate project, which has not been considered in any detail within this Strategy. Further information on CPE is being developed to clarify this and will be available on the SCC website during Spring 2012.</p>	No change to strategy.
Bruton Town Council	General	<p>In general the strategy sets out sensible suggestions for balancing these factors. In particular we were pleased to see the strategy acknowledge both that a "one-size fits all" policy would be inappropriate[1] and that a restrictive parking policy is unrealistic[2].</p>	Support noted.	No change to strategy.
Bruton Town Council	Chapter 3 - Development of the parking strategy	<p>However, we are concerned that as currently articulated there are insufficient explicit safeguards within the strategy to prevent a detailed local parking strategy being imposed on a town against the wishes of the town. We suggest that the inclusion of the following sentence in section 3.3.1 would provide the necessary reassurance: "Local parking strategies will not be imposed on any community by SCC, but will only be introduced following wide consultation and a majority vote of the Town Council.". In addition, we do have a number of further comments which we would like to see included in the strategy before it could be supported by Bruton Town Council.</p>	<p>The strategy aims to offer the flexibility required to identify solutions that work for different communities and avoid a 'one size fits all' approach. Local views will always form an important part of any decision of this type. However, Somerset County Council has to maintain its ability to exercise its statutory functions, such as the Network Management Duty. It is also important to note that many aspects of parking policy are not within Somerset County Council's control (charges in public car parks are largely controlled by district councils, for instance). Therefore, whilst we will always work to accord with local wishes, it is not possible to include this amendment.</p>	No change to strategy.

Bruton Town Council	Chapter 3 - Development of the parking strategy	<p>• Research. The statement on page 18 that research has shown that it is not necessarily accurate that convenient parking for shoppers is key to the vitality and vibrancy of a town is misleading and selective. The research referred to was based on 7 cities^[3], 6^[4] of which have populations ranging from 1 million (Birmingham) to 120,000 (Ipswich). We do not accept that research based on such large urban populations can be applied to a rural town with a population of 3,000. Work conducted by the Bruton the Way Forward Group from September 2005 – June 2006 identified “more convenient car parking with restrictions effectively enforced” as the top proposed solution for both the 2nd and 3rd priorities of “Traffic and Transport” and “creating a thriving town centre” respectively. Bruton’s town centre is the high street which is also the main road for all North-South and East-West transit in the area and this transient traffic is essential for the traders in the High Street. On those occasions when the High Street has had to be closed (utility maintenance for example) the traders have reported a significant reduction in turnover. We suggest amending the paragraph to read (amendments in bold, italic type and underlined): “People visiting our towns to shop generally travel outside of the peak hours, stay for shorter lengths of time than workers and often require easy access to their cars to drop off purchases in order to be able to continue shopping. For many of our smaller towns and larger villages convenient short term parking for those transiting through the area is essential for the High Street traders. Retailers generally believe, and this is supported by the Portas Review[5], that convenient parking for shoppers is key to the vitality and vibrancy of their town, although some research into large urban population centres has shown that this</p>	<p>The report quoted forms part of a wider body of work exploring the differences between the stated preferences of shoppers and retailers and the change in demand that actually results from changes in parking provision. This suggests that people's belief in link between parking and retail growth is not always well founded in all situations. However, as with all research, it is important that this conclusion is applied properly. The strategy makes it clear that what applies in our towns won't necessarily apply in our more rural areas. Therefore it is not intended that this document's conclusions would apply to smaller settlements.</p>	<p>Clarify where it is envisaged that the DTLR study is most likely to apply.</p>
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is not necessarily accurate.”

Bruton Town Council	Chapter 6 - Non-residential parking standards	<ul style="list-style-type: none"> Enforcement. Bruton has 2 small car parks which are the responsibility of SSDC, although the reality on the ground is there is no visible SSDC day-to-day management and in particular SSDC do not provide or deliver a "Civil Parking Enforcing Service". Given that Bruton does not currently receive a parking enforcement service from SSDC, the proposal that the CC takes back the management of on-street parking and offers the district and borough councils enforcement services for their car parks, under a Civil Parking Enforcement regime will have no impact on a small town that doesn't receive a service in the first place. On-street parking enforcement is done by the local PCSO, which we suspect is the case for most of the smaller towns/larger villages in the county. It is essential that the strategy refers both to the criticality of the PCSO in on-street parking enforcement and a commitment that this role is retained in the future. We suggest that the following paragraph is included in section 3.3.4: For many smaller towns/larger villages in the county on-street parking enforcement is carried out by the PCSO. This strategy recognises the critical role the PCSO plays in the control of on-street parking to ensure the appropriate use of space, efficient turnover, free-flowing traffic and highway safety, and is committed to ensuring that the PCSO retains responsibility for on-street parking enforcement in the future." 	While CPE is one aspect of the wider Parking Strategy, the implementation of this element is based on a separate project, which has not be considered in any detail within this Strategy. Further information on CPE is being developed to clarify this and will be available on the SCC website during Spring 2012.	No change to strategy.
Bruton Town Council	Chapter 6 - Non-residential parking standards	<ul style="list-style-type: none"> Charges. Both Bruton's 2 small car parks and the on-street parking in the High Street are currently free of charge. This principle is enshrined within the Town Council's own Parking Strategy which has been recently agreed and has been reinforced by the Portas Review[6] published in December 2011. We are concerned that as currently articulated there are insufficient explicit safeguards within the strategy to 	The Portas Review was launched after the Parking Strategy was issued for consultation, which is why this is not mentioned. However, the Portas Review only looks at parking from a retail point of view and does not consider the wider issues related to the provision of parking in town centres, such as the annual cost	No change to strategy.

		prevent car parking charges being imposed on the town against the wishes of the town. We suggest that the inclusion of the following sentence in section 3.3.7 would provide the necessary reassurance: "Car parking charges will not be imposed on any community by SCC, but will only be introduced following wide consultation and a majority vote of the Town Council."	to Local Authorities to maintain these spaces or the way in which parking can be used as a traffic management tool.	
Bruton Town Council	General	[1] "What is right in our towns won't be right in the more rural areas" – page 49.	Footnote to comment above.	No change to strategy.
Bruton Town Council	General	[2] "Because of its more rural nature and weaker public transport links, a restrictive parking policy is less realistic in Somerset than in neighbouring conurbations" – page 19.	Footnote to comment above.	No change to strategy.
Bruton Town Council	General	[3] Birmingham, Edinburgh, Hove, Ipswich, Oxford, Sheffield and Winchester.	Footnote to comment above.	No change to strategy.
Bruton Town Council	General	[4] The 7th city was Winchester with a population of 41,400 and it is accepted that there maybe elements of the Winchester part of the research that could be applied to the 3 Somerset Zone A towns of Bridgwater, Taunton and Yeovil.	Footnote to comment above.	No change to strategy.
Bruton Town Council	General	[5] The Portas Review, December 2011 – page 27.	Footnote to comment above.	No change to strategy.
Bruton Town Council	General	[6] "To remove controlled free parking from our town centres puts them at a massive competitive disadvantage" and "to increase the cost of parking in a locality is to curtail the appeal of that location to the shopping consumer and therefore the longer term economic viability and wellbeing of the area." The Portas Review, December 2011 – page 27.	Footnote to comment above.	No change to strategy.
Sedgemoor District Council.	General	Thank you for the opportunity to comment on Somerset County Council's draft parking strategy. Sedgemoor District Council considered the draft at today's Executive meeting. The Executive supported the draft strategy, but made the following requests –	Support noted.	No change to strategy.

Sedgemoor District Council.	Chapter 3 - Development of the parking strategy	Garages on new developments are made an adequate size to accommodate modern cars	The Strategy sets out minimum car parking dimensions which are based on best practice guidance. The dimensions employed are informed by recent research advocating larger garages and should meet this requirement.	No change to strategy
Sedgemoor District Council.	Chapter 5 - Residential parking standards	The residential parking standards specified in the draft are used for all but the most exceptionally constrained developments	The standards specified are designed to provide the right amount of parking in most situations. However, the strategy is designed to provide flexibility to meet the needs of all developments and avoid the problems caused by inflexible standards in the past. The strategy notes that SCC will expect to see the evidence for departures from maximum car parking standards provided within the Transport Assessment or Transport Statement accompanying development proposals. A robust Travel Plan will be required to demonstrate how reductions in parking demand will be achieved where provision below the maximum levels is proposed. Appropriate levels of monitoring are required to be undertaken . This policy is designed to ensure departures from the standards are only allowed where they are necessary and appropriate.	No change to strategy
Sedgemoor District Council.	Chapter 5 - Residential parking standards	The residential parking standards are rounded up to the nearest whole figure for single developments	This was the intention of the strategy, the text will be amended to clarify this.	Amend text.

Watchet Town Council		This response was composed of a summary of the draft strategy which has not been reproduced here due to its length.	Noted	No change to strategy
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM7.2 Park and ride is not really the same thing as public transport. In recent years there appears to have been very little investment in mainstream public transport in Taunton.	Discrepancy in terminology noted.	Amend text to change wording "when supported by public transport and/or Park and Ride"
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PP1.2 For these design standards to be of value, they need to be part of a broader review of highway design and practice.	Outlined in Chapter 7.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	There are problems with the highway designs which are being used in many new residential developments. Whilst parking space is below theoretical demand in areas of Victorian terraced housing, people are not generally parking on the footways. So what is happening in new developments? It is not purely a question of parking supply. Developments are being approved which, in effect, provide extra, unofficial parking space for people to use when the allocated spaces are fully occupied (and sometimes when they are not), and this is a source of problems. Attempts to maintain segregation of pedestrians and vehicles by providing footways, whilst at the same time making carriageways too narrow to accommodate parking at the fronts of dwellings, tends to mean that drivers will bump-up onto the footways instead. Given that (to meet housing needs) 40% of all new dwellings in Taunton Deane should be 1- or 2-bedroomed, there needs to be a move towards on-street, rather than on-plot, parking for these dwellings (expect perhaps in the case of flats), and parking needs to be integrated with street design so that there is no 'leftover' space for people to park on. This could imply a rolling out of the	This may be achievable in specific problem areas if a Traffic Regulation Order is in place and where carriageway width is not reduced. Chapter 7 of the strategy aims to promote developments that will prevent this kind of behaviour in the future.	No change to strategy.

‘homezone’ concept on a large scale.

Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	Policy PP2 needs to specifically refer to designing new residential development to formalise on-street parking and minimise the ‘leftover’ space that could result in unofficial or overspill parking.	This may be achievable in specific problem areas if a Traffic Regulation Order is in place and where carriageway width is not reduced. Chapter 7 of the strategy aims to promote developments that will prevent this kind of behaviour in the future.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	The justification for relaxation of standards must not be purely a Travel Plan; there are also areas where historic character or other issues of built form could make those standards inappropriate.	Noted but the development would still need to be sound in terms of transport.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PP2.5 Eco town principles should be being applied greatly in new urban developments, rather than in one off demonstrations	It is the remit of Local Planning Authorities to determine whether eco town principles should be applied wider.	No change to strategy.

Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PP3 By definition, maximum parking standards are a maximum so consideration of departure from the standards does not really arise in the cases where developers wish to make a lower level of provision than the maximum.	Departure could be above or below optimum/minimum standards.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	3.4.5 The appropriateness of further park and ride provision should be considered in the context of broader land use and transport policy, rather than a parking strategy document.	The provision of park and Ride schemes are indeed considered at a wider level, both in terms of land use planning and transport planning. This issue is included in the Parking Strategy for completeness.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	Park and ride has had a significant adverse effect on the Borough Council's parking revenue.	Noted, although the impact of the recession, internet shopping and concessionary fares would also have had an impact. The park and ride services also support a wider change in parking provision that is fundamental to planned developments in Taunton.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	Future development of park and ride should arguably be limited to schemes supporting conventional bus or rail services.	While this is preferred, it would be restrictive if the policy stated this.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	3.4.6 It is not simply a question of accessing the railway station at the start of the journey. Many people will need onward transport from a station when they arrive there – and this cannot be by a person's own car even if they used it to get to the station at the start of their journey.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	Whilst more car parking may be justified in some cases, providing more parking at a major station like Taunton is not a space-efficient way of improving access: the land needed for one bus stop is likely to deliver more people to the station than a similar area of land used to park cars all day.	This would need to be examined on a case by case basis.	No change to strategy.

Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	In PP6, additional parking should <u>not</u> automatically be viewed favourably unless it is proposed in the context of an overall strategy which includes improving access to the station by sustainable modes.	The policy is seeking to create better transport interchanges for all modes. If this requires additional parking, this can be justified.	No change to strategy.
South Somerset District Council	Chapter 5 - Residential parking standards	5.2.5 Visitor parking needs to be expanded to clarify the role of the road in providing parking viz a viz road space especially where there is not intended to be any off road parking. Add further explanation regarding visitor parking.	Visitors are included in the standards, which have been calculated to provide the right level of parking for all users.	No change to strategy.
South Somerset District Council	Chapter 5 - Residential parking standards	5.3 There should be specific guidance for parking provision at urban extensions. E.g. proposed urban extension to Yeovil would be either Zone B or C depending on location, implying a higher level of parking provision even though it would be part of Yeovil. This is another point in favour of basing standards on settlements rather than Output Area Wards. Refer to settlements, including specific reference to urban extensions, rather than just Output Area Wards.	Agreed.	New text to be drafted.
South Somerset District Council	Chapter 5 - Residential parking standards	5.3 Add more guidance as to how much parking provision could potentially deviate from optimum/maximum levels. Current Strategy uses accessibility profiling. Suggest further detail.	Departure could be above or below optimum/minimum standards, based on Travel Plan and Transport Assessment outputs. This policy is designed to provide flexibility to meet the needs of all developments. It would not be possible to provide further guidance without compromising this flexibility.	No change to strategy.

South Somerset District Council	Chapter 5 - Residential parking standards	5.3 Suggest that car parking provision for 2 bedroom dwellings in Zone A should be 1.5 spaces to reflect and provide for the 2-3 residents of these dwellings. Suggest amend text.	The standards proposed have been designed to reflect real world parking behaviour. The analysis undertaken has been checked and it supports the standards proposed, suggesting that 1.5 spaces will be sufficient for the average dwelling of this type. Where evidence and management measures can be provided (through a Transport Assessment/Statement and Travel Plan) the strategy offers the flexibility to deviate from the standards where appropriate for a specific development.	No change to strategy.
Taunton Deane Borough Council	Chapter 5 - Residential parking standards	5.1 It is a bit too sweeping to say that it is restrictions on parking provision that are causing congestion or danger to pedestrians. Inappropriate design of new development, enabling parking to overflow into areas where it is not intended, is at least as much to blame, if not more so. The majority of developments designed in the past will have less parking space than the maximum potential demand; however, as noted above, not all such areas are equally affected by parking problems.	Agree in part of design is not appropriate.	No change to strategy.
Taunton Deane Borough Council	Chapter 5 - Residential parking standards	5.2.3 There is a significant, if not unvarying, degree of relationship between the character of the built environment and travel behaviour. There shouldn't be 'left over' areas such as verges or landscaped areas in developments where cars can park. Car ownership is affected by the design of the built environment: as suggested above, developments have often failed to provide the in-built physical constraints needed to stop overspill parking becoming a problem. The state has not insisted that houses are made bigger to accommodate growing ownership of consumer goods, so it's not clear why parking space	The view of the Council is that Parking needs to be address to ensure that road safety and congestion issues are addressed. However, the design of parking (Chapter 7) and of developments as a whole will also play a part.	No change to strategy.

should be treated differently.

Taunton Deane Borough Council	Chapter 5 - Residential parking standards	Before citing newer housing developments as an example of parking problems, there ought to be some more detailed analysis. As previously suggested, there is actually less parking provision in many older developments yet these are not necessarily subject to the same range of problems. For example, people do not generally park on the pavements in terraced housing areas in Taunton.	A range of factors have been considered to ensure that the appropriate amount of parking is provided to ensure that pavement parking does not take place in future developments. As you suggest, other factors will be relevant in managing parking in specific developments but by setting the standards at the right level we hope to lay a firm foundation for these considerations.	No change to strategy.
Taunton Deane Borough Council	Chapter 5 - Residential parking standards	Certainly in urban areas, it would not seem appropriate to reduce housing densities in order to accommodate hypothetical future levels of car ownership. This would require more greenfield land to be allocated for housing and increase the average distances people have to travel to access various facilities. Neither of these are in the interests of promoting sustainable travel, or efficient use of resources. Such an approach would also seem to be in conflict with Policy EC8 of PPS4.	This is not suggested. The strategy supports innovative ways of providing car parking and the use of more sustainable modes (through good facilities and clearer, safer, streets).	No change to strategy.

Taunton Deane Borough Council	Chapter 5 - Residential parking standards	As the average household size is around 2.2 (and may further reduce), the figures presented may over-estimate the number of residents per dwelling. As an example, while 49% of dwellings in Zone A may have 3 bedrooms, is it the case that these all have 3 or 4 residents? If these figures are not correct, then there may be an over-estimate of the number of people of driving age and thus the number of vehicles likely to need to be accommodated.	The proposed standards draw on empirical evidence of actual car ownership from the DVLA which demonstrates that the parking levels set out in the strategy are appropriate for residential development. In addition, these policies aim to help establish the infrastructure required to support future increases in population.	No change to strategy.
Taunton Deane Borough Council	Chapter 5 - Residential parking standards	Future residential development in Taunton Deane may not be of the same composition as that which already exists. The proportion of 1 and 2 bedroom dwellings seems likely to be higher. Fordham Research have suggested ('Future Housing Requirements', May 2011) that 42% of new accommodation – including both market and affordable housing – over the Core Strategy period needs to be in the form of 1- and 2-bed units, 43.5% 3-bed and 14.4% 4-bed or more.	The proposed standards are calculated for each dwelling size and apply to each dwelling regardless of variations in the composition of the whole provision.	No change to strategy.
Taunton Deane Borough Council	Chapter 5 - Residential parking standards	For reasons suggested above it would not seem desirable to require 2 parking spaces for a 2-bedroom flat in the middle of Wellington.	The standards provided are designed to apply to their respective zones across the county, therefore, it would not be appropriate to make a specific exception for a particular settlement. The only mechanism for varying the standard for this type of development would be to amend the zoning of the area. Having reviewed Wellington's zoning it would not seem appropriate to redefine it as part of Zone A, as its population density is not currently at the level achieved by other settlements in this zone (being better aligned with those in Zone B). Therefore, whilst the impact might be seen as desirable for certain developments its overall impact on the town would be inappropriate. However, the strategy aims	No change to strategy.

			to provide the flexibility for developments in more accessible location to deviate from the standards where appropriate evidence and management measures can be provided, which should help to address the concerns raised in this comment.	
South Somerset District Council	Chapter 6 - Non-residential parking standards	6.4 The 1 st row, 2 nd column in the table under 'cycle parking' sub heading should state "Cycle (minimum level)." Suggest amend text.	Agreed.	Amend Text.
South Somerset District Council	Chapter 2 - Policy context	2.1.1 Incorrect references to residential parking in PPS3 - see para 51 of PPS3. Make suggested text amendment.	Agreed.	Amend Text to "PPS3 (Housing) suggests residential parking policies should be developed to take into account expected levels of car ownership, the importance of promoting good design and the need to use land efficiently."
South Somerset District Council	Chapter 2 - Policy context	2.1.1 Add reference to draft National Planning Policy Framework, and final version if published when Parking Strategy is re-written. Make suggested text amendment.	Agreed.	Include the following text: "The draft National Planning Policy Framework (NPPF) was published on 25 July 2011 for consultation. It streamlines national planning policy into a consolidated set of priorities to consider when planning for and deciding on new development. The Government intends to replace all planning guidance by the NPPF once it is implemented."
South Somerset District Council	Chapter 3 - Development of the parking strategy	3.3.3 SSDC Policy currently in line with management strategy stated. What defines a short stay parking times? Figure 3.2 misleading as there are short stay tariffs available in some long stay car parks as close to shops on outskirts and vice versa as some long stay tariffs available in short stay car parks but at increased cost. Clarify short stay parking times, and	It is the view of the Council that short stay parking should be determined by individual Authorities, where they control off-street parking.	No change to strategy.

inconsistency in fig 3.2.

South Somerset District Council	Chapter 3 - Development of the parking strategy	PM3 SSDC Policy already complies with this. Note comment and amend text.	Support noted and welcomed. However, we are unable to note the position of stakeholders relative to individual policies.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	PM3.1 and 3.2 Higher charges in place for 3 hours plus already. Note comment and amend text.	Support noted and welcomed. However, we are unable to note the position of stakeholders relative to individual policies.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	PM3.3 Also need to recognise that lower paid workers in town centres (shops etc.) need to park all day and alternative transport not always available to them. The aspiration to support modal shift away from car use in the larger settlements where there are prospects of success is supported in principle. The policy of limiting commuter parking provision by limiting long stay parking and specifically in the centre of Yeovil however needs to be tempered by recognition that future economic growth and the parking requirements that it brings and the status and development of town wide bus services will affect the requirement for long stay parking needed to maintain economic growth and personal accessibility. Make suggested text amendments.	This is recognised but it is still the policy to prioritise short stay over long stay parking in order to revitalise town centre retail. Longer stay parking would remain available to all workers, in less central locations (parking for those with severe mobility problems is addressed separately).	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking	PM3.4 Agree but difficult in rural areas for well served alternative means of transport.	Noted.	No change to strategy.

strategy

South Somerset District Council	Chapter 3 - Development of the parking strategy	PM3.5 Feel Yeovil already achieves this and reflected in tables 3.3 and 3.4. Suggest amend text.	PM3.5 is related to parking stock (Fig 3.2) rather than parking cost (Fig 3.3 and 3.4). Yeovil does not have more short stay than long stay.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	PM3.6 Agree but would be down to redevelopment opportunities. Please amend text. Suggest amend text.	Noted.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	PM3.7 In place in Yeovil on four main access routes on peripheral of town centre. Suggest amend text.	Support noted and welcomed. However, we are unable to note the position of stakeholders relative to individual policies.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	3.3.8 Agree need to be available on long stay car parks outside town centres. None in SSDC car parks due to physical constraints, topography, and location of car parks available. Suggest amend text.	Noted. However, we are unable to note the position of stakeholders relative to individual policies.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	PM5 Major issue with Tesco car park in Yeovil town centre whereby SCC insisted previous controls of barrier and ticket reimbursement system were removed when store expanded via planning conditions and 106 agreement. Situation now that no parking controls, free access and exit for two and a half hours in car park without having to use store. Resulted in knock on effect on town centre P & D parking management. Totally against principles stated under PM5. Suggest amend text.	Historical site. The Parking Strategy is in place to ensure that there is less chance of this occurring in the future.	No change to strategy.

South Somerset District Council	Chapter 3 - Development of the parking strategy	3.3.6 Whilst South Somerset District Council support the application for CPE, elected members expressed concern about the need for some high level information in connection with parking enforcement and on street parking charges. In particular, members would like to see coverage of the following two issues in the strategy: (1) Information about the smallest size of community where on street charges are expected to be levied over the life of the strategy. (2) Whether enforcement will take place in every community, or whether there is a minimum size for enforcement to take place over the life of the strategy. Members also have an expectation that they will be consulted about the full details of the CPE scheme well in advance of the expected commencement in June 2012, and of any additional charges or enforcement that may be considered once the initial scheme is delivered. Suggest amend text.	This comment will be passed to SCC's Traffic Management Group which is overseeing this project and will respond as necessary.	Pass to SCC's Traffic Management Group
South Somerset District Council	Chapter 3 - Development of the parking strategy	3.3.7 SSDC charges comply with policy stated under PM3.2.	Support noted and welcomed. However, we are unable to note the position of stakeholders relative to individual policies.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	PM7 SSDC complies with this but supporting strategy options would need to be considered carefully as stated.	Noted.	No change to strategy.
South Somerset District Council	Chapter 3 - Development of the parking strategy	3.3.8 SSDC have worked with SSDF (South Somerset Disability Forum) in carrying out successful DDA assessment of its car parks. Figure 3.5 shows adequate provision of Blue Badge parking provisions across SSDC car parks.	Noted.	No change to strategy.

South Somerset District Council	Chapter 3 - Development of the parking strategy	3.4.3 The Supporting Strategy Option of providing charging points for electric cars should also be included as a Supporting Strategy Option for Policy PP2. If not, why is there a difference between residential and non-residential development? Suggest amend text or add explanation.	Agreed.	Include reference to Electric Vehicles in PP2.
Yeovil Town Council	Chapter 3 - Development of the parking strategy	The Town Council considered the matter earlier this week. During the discussion, reference was made to the importance of ensuring that the adopted parking strategy achieved an acceptable balance between the need for town centres to provide adequate parking facilities for visiting shoppers and effective parking controls.	Noted.	No change to strategy.
Yeovil Town Council	Chapter 3 - Development of the parking strategy	Attention was also drawn to the proposed introduction of Civil Parking Enforcement (CPE) by Somerset County Council, and the potential benefits of this initiative to enforcing on-street parking restrictions and parking in designated residential parking permit areas.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM2.3 A large investment in car parking infrastructure is required to make the low emission solution practical 2 electric car charging points are to be provided in Canon Street car park.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM3 – accords with TDBC strategy.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	Fig 3.2 How are long stay and short stay defined? In practice it is possible to park all day in TDBC car parks, albeit at varying rates.	It is the view of the Council that short stay parking should be determined by individual Authorities, where they control off-street parking.	No change to strategy.

Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM3 accords with TDBC strategy	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM 3.5 There is the issue that people can park all day in TDBC car parks	This is a localised issue for individual Authorities, where they control off-street parking.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM 3.8 Priory Bridge Road car park has not been available since June 2011. Coach parking is now available at Tangier but HGV parking has not been replaced.	Noted.	Amend as suggested.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM4.1 Where does the TTCPIP lie on the priority list?	TTCPIP (Taunton Town Centre Pedestrian Improvement Proposals) does not form part of the parking strategy. The project is being reviewed in light of recent major scheme approvals in Taunton.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	PM4.2 District Councils do not have these options - measures on the highway are the responsibility of the County Council	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	3.3.5 We don't think that existing private car parks are being effectively managed. Supermarkets are effectively running a short-stay public car park if they allow people to park for more than 1 hour. A key issue which needs to be taken account of in policy is the loss of revenue to local authorities where people are able to park in a private car park (even if it is perceived as 'public'). There should be an emphasis on minimising this type of provision, certainly in or adjacent to town centres.	The proposed standards aim to tackle this by providing the right number of spaces at this type of car park. However, it is hard to achieve this on existing sites without voluntary implementation or planning control.	No change to strategy.

Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	Page 26, final paragraph: enforcement officers cannot issue a PCN for obstruction, only for a breach of regulations.PM6.4 Under CPE all enforcement officers cannot issue a PCN for obstruction, only for a breach of regulations	Noted.	Clarify text in strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	3.3.7 TDBC will not sign up to a policy of aligning charges with those of other locations	Noted. The strategy promotes consistency between similar centres and we would encourage authorities to work towards increase this consistency.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	It is not automatically the case that limiting commuter parking would have a disproportionate effect on rural as distinct from urban areas. The greatest concentration of people who are unemployed or on low incomes live in the towns. People also need to factor in the cost of parking as an element of the overall cost of running a car, alongside tax, insurance, fuel etc.	Noted. However, rural commuters face a distinct set of challenges which the strategy aims to address.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	It is difficult to see how parking policy can make allowances for the fact that some employees may live in rural areas – given that developments are speculative, there is unlikely to be any evidence available to underpin this. Also, it is not unreasonable to expect people to make some effort to live relatively close to their place of work. Parking provision should not encourage a dispersal of population into rural areas with associated impacts for highway congestion, carbon emissions etc.	Noted. The strategy aims to promote more sustainable forms of transport but also has to cater for existing travel patterns.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	As Somerset is a county which is steadily urbanising, accessibility to public transport services within the more urban parts should if anything be expected to increase. There is no reason why the District Councils should be expected to review parking charges because bus services have been reduced, largely owing to cuts in subsidy by the County Council!	Noted.	No change to strategy.

Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	There needs to be a recognition that park and ride schemes abstract patronage and revenue from mainstream public transport services.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 3 - Development of the parking strategy	Integration between bus and rail services in most of the UK is very poor by the standards of other European countries, and priority should therefore be given to improving access to Taunton station by bus, particularly from areas such as Comeytrowe, Somerset College/Musgrove Park Hospital, and towns such as Ilminster and Chard which look to Taunton as a railhead.	Noted. Integration forms an important part of Somerset's Future Transport Plan and other transport policies.	No change to strategy.
Taunton Deane Borough Council	Chapter 5 - Residential parking standards	The cycle parking standard of a minimum of 1 space per bedroom, with more potentially being required in some areas such as Zone A, seems reasonable.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	TDBC cycle parking standards have been adopted for Zone A, which is welcomed. This would provide scope for cycling to increase in future years, which is necessary to address issues of congestion, reduction in greenhouse gas emissions, health/active travel, etc.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	Reference to PPS13 should read PPG13.	Agreed.	Amend on p.64
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	Class A2 uses bear closest relationship in planning terms to other retail uses. As such, they would normally be located in town centres where little or no on-site parking would be provided. It is questioned whether it is correct to apply class B1 parking standards to an A2 use.	The proposed standards draw on empirical evidence in the TRICS database which demonstrates that the parking levels set out in the strategy are appropriate for non-food retail.	No change to strategy.

Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	6.4 Delete 'Car (maximum level)' at head of cycle parking table.	Agreed.	Amend Text.
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	Are the cycle standards purely for employees, or are visitors included in some of the uses?	Visitors are included in the standards.	Clarify what is included in TRICS data.
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	The standard of 1 cycle space per 20 sq m seems rather high if this were to be expected in a town centre location, where visitors would normally park their cycle on street.	This is not necessarily the case and we would encourage businesses to promote secure and covered cycle parking to their visitors as well as their staff.	No change to strategy.
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	Bus and railway stations: how does the standard of 1 space per 20 peak period passengers compare with the level of cycle parking which already exists at Taunton station, where the number of cycle spaces has had to be progressively increased?	While the level of cycle parking at Taunton has increased, it is still below the standard. Furthermore, these policies aim to help establish the infrastructure required to support future increases.	No change to strategy.
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	Car parking for B1 uses: in practice it is difficult to provide much more than 1 space per 100 sq m without changing the character of an area from urban to suburban or 'out of town'. Thus a standard of 1 space per 55 sq m would be too high for the centre of Taunton, and probably also for offices in Wellington and district centres.	The proposed standards draw on empirical evidence in the TRICS database which demonstrates that the parking levels set out in the strategy are appropriate for non-food retail. Provided properly, sufficient parking will contribute to urban quality by avoiding the effects of under-provision.	No change to strategy.
Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	A higher level of parking is suggested for hospitals than for offices. In terms of parking for staff, is this appropriate? The employment density of a hospital seems likely to be lower than that for an office.	Visitors are included in the standards.	Clarify what is included in TRICS data.

Taunton Deane Borough Council	Chapter 6 - Non-residential parking standards	TDBC does not currently reserve 6% of public parking for blue badge holders in all locations.	Noted.	No change to strategy.
South Somerset District Council	Chapter 7 - Design and layout	7.4, 7.4.1, 7.4.2 There is some inconsistency on the issue of electric charging points, with para 7.4.1 and 7.4.2 stating that access to electric vehicle charging points will need to be available to all dwellings in new developments, whilst para 7.4 states this will be encouraged. The requirement should be set out in a policy – 7.4.2 states “this policy will be reviewed as the technology is advanced,” but it is not included in a policy. Make charging points a requirement for all new development.	We agree this is unclear. Electric vehicle charging points should be delivered in all new dwellings.	Amend to achieve consistency.
Taunton Deane Borough Council	Chapter 7 - Design and layout	7.4.1 Residential parking See comments above about the way parking is being accommodated in new developments and some of the implications of this.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 7 - Design and layout	In many cases, the logical place for unallocated parking is on-street at the front of dwellings, which in larger towns should be expected to form a significant proportion of the overall parking provision.	Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 7 - Design and layout	The point about the use of car ports is supported.	Support Noted.	No change to strategy.
Taunton Deane Borough Council	Chapter 7 - Design and layout	7.5 Parking Dimensions - Do the dimensions for garages accord with previous studies suggesting that garages needed to be made larger to encourage (ease of) use?	The dimensions are compliant with recent research advocating larger garages.	No change to strategy.

Frome Town Council	Parking charges	Frome town council also notes that Mendip district council has agreed to participate in Civil Parking Enforcement. Frome town council wishes to be involved in all consultations and consideration over parking policy in Frome and the implementation of Civil Parking Enforcement in Frome.	This comment will be passed to SCC's Traffic Management Group which is overseeing this project and will respond as necessary.	Pass to SCC's Traffic Management Group
Frome Town Council	Parking charges	The Town Council resolved that Somerset County Council be advised of this Council's support for the proposed introduction of Civil Parking Enforcement (CPE) by the County Council in respect of on-street parking restrictions and parking in designated residential parking permit areas, which it was felt would help reduce traffic congestion in town centres, subject to further discussions on the proposed methodology of enforcement.	This comment will be passed to SCC's Traffic Management Group which is overseeing this project and will respond as necessary.	Pass to SCC's Traffic Management Group

Councillor	Chapter 4 - Zoning	<p>As the South Somerset District Member for The Coker Ward, I was amazed to see that The Rural Coker Ward was designated in an Amber colour. This cannot be right even if the formula SCC have used with Amber representing populations over 2000 to 1900. The Rural Coker Ward is part of Urban Yeovil, Area South. The Coker Ward has 6 large Rural Parishes and individual Village Communities. It covers a very large area from Yeovil to the Parishes of Stoford and Barwick, then to Closworth on the Dorset Border (A37) which includes Sutton Bingham Pendomer, then on to Hardington Mandeville and out to the border with North Perrott, back to the Boundary of Odcombe with Montacute and Brympton and to end with West Coker and East Coker in the middle. These villages are very different in their needs with in some parts very little public services (buses) available and their communities need at least a 2 car 'Rural Status' to access the Urban area and all its services. I believe the Coker Ward Villages should be treated as 'Rural Settlements', because the Infra Structure is not there to service their needs. Please will you take the above points into consideration when you review the comments on your proposals. One size doesn't fit all.</p>	<p>Output Areas were chosen to identify the zones in order to show the smallest possible boundaries of a designated area. In addition to the population number we have also considered the population densities within the output area and those areas which have been traditionally designated at large or small rural settlements. In addition to this we have also considered the number of cars currently registered in specific areas. In response to comments received during the consultation we have reassessed certain areas and have taken into consideration the comments made along with the strategic location of some of the settlements within the output areas. Alterations have been made to the original zones to reflect this. However, in this instance, the Zoning did not change.</p>	No change to Strategy.
South Somerset District Council	Chapter 4 - Zoning	<p>4.1 The three zones should relate to actual settlements to make it easier to understand. In many cases the Output Area Wards do not relate to actual settlement names and boundaries e.g. Wessex includes Somerton.</p>	<p>Output areas were decided on as the simplest form to carry out the mapping of the zones as they are the smallest standard mapping area. A list can be produced showing the small and large urban settlements and their corresponding zone allocation.</p>	No change to Strategy.

South Somerset District Council	Chapter 4 - Zoning	4.1, There is currently a lack of consistency between some areas identified as Zones B and C, and the proposed settlement hierarchy in the emerging South Somerset Core Strategy. This could lead to inappropriate parking standards, and inconsistency between 'similar' settlements in South Somerset. E.g. Langport/Huish Episcopi, Milborne Port, Stoke sub Hamdon and Ilchester are classed as Rural Centres but are within Zone C alongside the rural settlements/areas. This would result in inconsistent approaches to car parking provision.	Output areas were decided on as the simplest form to carry out the mapping of the zones as they are the smallest standard mapping area. A list can be produced showing the small and large urban settlements and their corresponding zone allocation.	No change to Strategy.
South Somerset District Council	Chapter 4 - Zoning	4.1, The use of quantitative information i.e. population of Output Area Wards, needs to be balanced with qualitative information to reflect the actual location of settlements. The proposed approach of using Output Area Wards rather than settlements, means a large rural hinterland is also included in the zone, leading to inappropriate parking standards in rural settlements e.g. the Cary ward is Zone B and includes the rural settlements of Babcary, Galhampton and Lovington, as well as the Market Town of Ansford/Castle Cary where the standards for Zone B are appropriate.	Output Areas were chosen to identify the zones in order to show the smallest possible boundaries of a designated area. In addition to the population number we have also considered the population densities within the output area and those areas which have been traditionally designated at large or small rural settlements. In addition to this we have also considered the number of cars currently registered in specific areas. In response to comments received during the consultation we have reassessed certain areas and have taken into consideration the comments made along with the strategic location of some of the settlements within the output areas. Alterations have been made to the original zones to reflect this. However, in this instance, the Zoning did not change.	No change to Strategy.
South Somerset District Council	Chapter 4 - Zoning	Yeovil should include Brympton Output Area (if Output Area approach is continued). Make suggested amendment (if Output Area approach is continued).	Agree	Amend zones to include Brympton

Frome Town Council	Chapter 4 - Zoning	Frome town council notes the draft strategy document and the inconsistency in the allocation of Frome to zone B. Frome town council thinks that all policy should take into account all conditions and the wider strategic policy.	We have revisited the allocation of Frome as a Zone B and other contributing factors such as population distribution, vehicle ownership and strategic location have been considered. Frome will remain zone B	No change to Strategy.
Closworth Parish Council	Chapter 4 - Zoning	I would like to log an objection from Closworth Parish Meeting for the fact that East Coker has been seen to be labelled on there as an amber parking area and not a green one for a rural community, which it is	The population figures for the output areas have been revisited and other factors taken into consideration - such as the distribution of the population within the area, this in conjunction with data regarding vehicle ownership and vehicle licence holders have been used to qualify the decision to include areas in the zones as we have done. Bruton should remain category B which will not alter the 'more convenient car parking' aspirations as a high priority for Bruton	No change to Strategy.
Taunton Deane Borough Council	Chapter 4 - Zoning	Page 49: In the fourth paragraph, it is suggested that several of the types of journey quoted can be made more cheaply by hiring a vehicle when required, and would not therefore provide justification for increasing the supply of car parking.	The modes of transport mentioned in para 4 Page 49 are used for illustration purposes only and do not cover all the types of journey that residents may prefer to retain a car for.	Change wording in paragraph to make it more ambiguous and less specific for those types of journey
Taunton Deane Borough Council	Chapter 4 - Zoning	Fig 4.2 There is a problem in that the boundaries of the zones do not necessarily coincide with the boundaries of urban areas. Thus, parts of Taunton urban area are in Zone B whilst parts of the surrounding rural areas are within Zone A. The boundaries also appear to exclude the proposed urban extension at Monkton Heathfield and other development sites on the edge of Taunton from Zone A. Thus the zones as currently defined could not be reliably used for development control proposes.	The boundaries of the zones generally encompass the whole of a small or large urban area as defined in Map Info. Urban extensions will have to be considered in as a separate issue.	New text to be drafted.

Taunton
Deane
Borough
Council

Chapter 4 -
Zoning

It would also not seem appropriate to require Zone B parking standards for development in the centre of Wellington, where the physical constraints arising from built form are often the same as in Taunton. A significant rural area around Wiveliscombe would seem to be subject to more restrictive parking standards than other rural parts of the Borough, which does not seem to make sense.

The standards provided are designed to apply to their respective zones across the county, therefore, it would not be appropriate to make a specific exception for a particular settlement. The only mechanism for varying the standard for this type of development would be to amend the zoning of the area. Having reviewed Wellington's zoning it would not seem appropriate to redefine it as part of Zone A, as its population density is not currently at the level achieved by other settlements in this zone (being better aligned with those in Zone B). Therefore, whilst the impact might be seen as desirable for certain developments its overall impact on the town would be inappropriate. However, the strategy aims to provide the flexibility for developments in more accessible location to deviate from the standards where appropriate evidence and management measures can be provided, which should help to address the concerns raised in this comment.

No change to strategy.

Bruton Town Council	Chapter 4 - Zoning	Zoning. Bruton, with a population of 3175, is the lowest populated Zone B town in the county and is only above the 3000 mark due to the inclusion of the villages of Redlynch and Wyke Champflower. We therefore request that consideration be given to categorising Bruton as a Zone C town. Creating “more convenient car parking” has already been identified as a high priority for Bruton and with 3 towns/villages with populations greater than Bruton being categorised as Zone C, the precedent has already been set.	The analysis undertaken has been reviewed in the light of this comment. The population figures, the distribution of the population within the area, data regarding vehicle ownership and vehicle licence holders have all been considered. This has confirmed the decision to include the areas noted in the zone and suggested that, therefore, Bruton should remain in Category B. However, we do not see this as an obstacle to the respondent's priority for 'more convenient car parking'; the strategy aims to provide the right amount of parking in each zone and includes a range of tools to help manage parking better. Agree	No change to Strategy.
South Somerset District Council	Appendix 2 - List of output area wards by zone	Appendix 2 Ivelchester should be Zone B as it has a population of >3,000 (if these zones are carried forward). Make suggested text amendment (if Output Area approach is continued).		Change Appendix 2
J Gliddon & Sons	Chapter 4 - Zoning	Chapter 4 - Zoning. Gliddon and Sons agrees that Williton should be a Zone C and Taunton will be a Zone A. However where a development is located within a zone is also relevant and a one size fits all approach is not always appropriate. For instance parking policies appropriate for Taunton town centre may not be equally appropriate in other suburban parts of the town. A development in Taunton could be in a hard to reach location by bike or walking and would therefore require more parking. At Chapter 4 and at para 6.4 "the standards for non-residential development", reference should be made that "departures from these standards will be considered where the transport/statement for the proposed development provides sufficiently robust evidence to	Non-residential car parking standards should be flexible when circumstances demand.	Amend para 6.4 as suggested.

justify departure."

Crewkerne Town Council	General	The Town Council is very supportive of the provision for cycle and walkways into the town, and in particular for Crewkerne the Council's aim is to provide a cycle way from the CLR key site.	These matters are dealt with in SCC's Walking and Cycling Strategies as part of its Active Travel Policy. However the Town's Council's support is welcomed.	No change to strategy.
Crewkerne Town Council	Parking charges	PM7.1 & PM7.2 Measures around using car park charges to control both short and long stay can discourage parking in town centres however, importantly, there is recently cited evidence that cheap/free short stay parking can crucially help maintain and enhance the economic viability of the retail element of the town centre, to halt any decline. In areas with a high percentage of elderly as well as decreasing levels of public transport hikes in charges could purely encourage shoppers to go to nearby out of town shopping. SSDC sets car park charges at present and it is assumed that will continue as SSDC has not agreed that off-street parking should go to the control of SCC.	As is suggested SSDC sets off-street parking charges and this will remain in the control of SSDC. Whilst the measures noted remain important tools in parking management, the strategy acknowledges that they are unlikely to be appropriate in all areas.	No change to strategy.

Crewkerne Town Council	Chapter 3 - Development of the parking strategy	Civil Parking Enforcement One of the biggest issues for Crewkerne and other market towns is around CPE and the way that is to be funded and managed. Crewkerne has many problems with unlawful and inconsiderate parking and the enforcement of this does require proper and sufficient management. It was widely assumed that CPE meant a return to a 'traffic warden' or similar on streets, funded largely by any fines imposed. As SSDC are retaining the management of off-street parking it would seem sensible that the remit of the car park attendants is widened to include on-street parking management. Alternatively it may be that CTC might consider partnering with other nearby market towns to fund a person.	This comment will be passed to SCC's Traffic Management Group which is overseeing this project and will respond as necessary.	Pass to SCC's Traffic Management Group
Crewkerne Town Council	Chapter 3 - Development of the parking strategy	It is not clear if parking meters are going to be installed in all market towns however parking meters would be a most unwelcome sight in our town centres and their installation would be opposed in the strongest terms possible.	There are no Somerset County Council plans to introduce on-street car parking charges at this time.	No change to strategy
Crewkerne Town Council	Chapter 3 - Development of the parking strategy	PM 6.3 Moves to prevent parking on pavements, with enforcement using CPE powers. In an old town like Crewkerne there are a few areas where there really is little or no alternative, and such action could be counter productive because with limited parking where would the cars go? An outright bar could be just a recipe for upset and conflict.	PM 6.3 details that SCC will seek the power to remove vehicles from pavements where they are causing to obstruction to the pavement in consultation with the police. Therefore, enforcement is expected to be dependant on these contextual factors.	No change to strategy.
Crewkerne Town Council	Chapter 5 - Residential parking standards	Page 58 Car parking spaces 'per bedroom': The Council supports the increased amount of car parking spaces per bedroom, in a town the size of Crewkerne facing a multitude of parking problems, any increase is welcomed.	Support Noted	No change to strategy.

Crewkerne Town Council	Chapter 3 - Development of the parking strategy	Page 44 PP6.1 and 6.2 Parking at Railway Stations: The Council has consulted with Misterton Parish Council and the Friends of Crewkerne Station about this issue. Currently there are problems with rail users parking all day by the side of the road adjacent to the station and there is a need for a speedy solution to this problem. There are differing parking charges at stations, Pen Mill Yeovil is free, so SCC should work with South West trains to achieve more and cheaper parking.	The strategy is a strategic document which sets the overarching policy for the whole county. As such, it cannot address all of the specific issues in individual areas. Instead, it aims to provide a range of tools that will help us to address these issues. CPE may offer the opportunity for improved enforcement. This comment will be passed to SCC's Traffic Management Group which is overseeing CPE and will respond as necessary.	Pass to SCC's Traffic Management Group
Crewkerne Town Council	General	Crewkerne has two major housing developments currently, the Maiden Beech and CLR key sites, with Misterton's Bradford's site makes a total of 740 new homes locally and there will be an undoubted need to accommodate additional rail users. The recent planning permission for housing development on land immediately to the south side of the station (PI. App 10/02454/OUT) was a profound error as it could have provided much needed capacity for both parking and haulage in the years to come.	The standards set out in this strategy are designed to address parking at new developments and will not affect existing stations. A new rail strategy currently being produced will, however, aim to address parking provision at existing stations.	No change to strategy
Crewkerne Town Council	Chapter 3 - Development of the parking strategy	PP 2.4 & PM4.3 Supporting car clubs The town's community group A Better Crewkerne and District (ABCD) is actively re-visiting this idea so the Council has agreed that Crewkerne could act as a pilot for such a scheme.	Support	Support Noted
Crewkerne Town Council	Chapter 3 - Development of the parking strategy	PM6.3 Plans to introduce an exclusion zone around schools to reduce antisocial parking. Schools should be made aware of this possibility so they can start planning for ways of ameliorating any problems this proposal might create (PM10)	The strategy sets out overall policy. Where on-street parking restrictions are to be changed these are subject to traffic regulation orders which have to be consulted upon. In specific relation to school exclusion zones, the schools affected will be consulted upon these issues at the appropriate time.	No change to strategy.

Crewkerne Town Council	Chapter 3 - Development of the parking strategy	PM 6.4 Fraudulent use of blue badges: CTC supports stronger action being taken to avoid the mis-use, given the significant anecdotal evidence the Council has received on this problem particularly in Market Street and other areas in the town centre.	Support	Support Noted
Burnham on Sea & Highbridge Town Council	Chapter 3 - Development of the parking strategy	The Town Council supports the standard parking provision set out in Table 1, as for many years they have recognised the need for parking provision in the town centres but have always been informed there was no requirement.	Support noted. However, it is also important to note that the standards set out in the strategy apply to new developments and would not be expected to be imposed retrospectively on existing developments.	No change to strategy.
Burnham on Sea & Highbridge Town Council	Chapter 7 - Design and layout	The Town Council would like the strategy to consider the dimensions allocated for garages and car parking, on new developments, to accommodate modern vehicles.	The Strategy sets out minimum car parking dimensions which are based on best practice guidance. The dimensions employed are informed by recent research advocating larger garages.	No change to strategy.
Burnham on Sea & Highbridge Town Council	Chapter 3 - Development of the parking strategy	The Town Council supports, in principle, Civic Parking Enforcement, but recognises this is a new system for the area and would like more information on how it will be carried out. Is the County Council piloting a scheme, or are there counties that have Civic Parking Enforcement carried out by one authority, that we can look at to see the scheme in action, and in particular the effect on parish and town councils.	This comment will be passed to SCC's Traffic Management Group which is overseeing this project and will respond as necessary.	Pass to SCC's Traffic Management Group
Burnham on Sea & Highbridge Town Council	Chapter 3 - Development of the parking strategy	The DCPS is vague about how it will address the collateral damage from the influx of seasonal visitors, at the same time remain mindful of residents' needs. Tourism is a vital part of Burnham on Sea's economy and parking is always an issue in the summer months.	The strategy is a strategic document which sets the overarching policy for the whole county. As such, it cannot address all of the specific issues in individual areas. Instead, it aims to provide a range of tools that will help us to address these issues. By providing evidenced based standards that can respond to local needs the strategy is designed provide the right type of parking in different areas and support approaches that could address issues like this.	No change to strategy

Burnham on Sea & Highbridge Town Council	Chapter 3 - Development of the parking strategy	Enforcing parking regulations alone may discourage holiday makers coming into the town which in turn would have a negative affect on the economy. Has the County Transport department talked to the Chamber of Trade in any of the towns in the county to know what issues may arise?	The strategy considers a wide variety of parking management tools, not just enforcement. This is designed to avoid the type of unbalanced impact noted. The Chambers of Trade have had the opportunity to comment through this consultation.	No change to strategy
Burnham on Sea & Highbridge Town Council	Chapter 3 - Development of the parking strategy	The Town Council is concerned that any reduction in bus services adds to the need for residents and visitors to bring vehicles into town, without sufficient parking spaces to meet this need, there may be an impact on the economy of businesses in the town centre.	Noted.	No change to strategy.
Burnham on Sea & Highbridge Town Council	General	Please could you let us know how the Parking Strategy will be progressed and if we will be consulted again once you have collated the responses to this initial consultation.	These responses will inform a revised draft of the strategy which will be considered, reviewed and adopted according to SCC's decision making procedures. A full consultation report will be published on www.somerset.gov.uk/transportstrategy alongside future drafts of the strategy.	No change to strategy
Burnham on Sea & Highbridge Town Council	Chapter 3 - Development of the parking strategy	Also, how you intend to keep towns and parishes informed on the operational details of the Civic Parking Enforcement Scheme.	This comment will be passed to SCC's Traffic Management Group which is overseeing this project and will respond as necessary.	Pass to SCC's Traffic Management Group
Buckland Dinham Parish Council	General	First of all, however, I must ask why you are consulting on parking when public car parking is largely the responsibility of the district councils, Mendip in our case, as is planning which must surely also include the provision of parking on new housing, retail, commercial and other developments.	SCC is the local highway authority for the Somerset and is responsible for the provision of on-street parking and the legal restrictions. The location and type of off-street car parks as well as their charging regimes affects travel patterns which impact upon the operation the highway which SCC is responsible for as the local highway authority.	No change to strategy.

Buckland Dinham Parish Council	General	<p>Secondly, I don't think you have taken the needs of rural dwellers into enough consideration. I have just done my 2010/2011 accounts and calculate that I spent £100 or more that year in car park charges in Frome alone. And while a proportion of that is for parking for "social reasons" – Saturday morning shopping for example – a lot of it was made up of 50p charges for half an hour while I visited the bank, bought stationery (supporting a local business) or for other professional reasons. We have no choice but to drive into town. The bus service is inadequate, relatively expensive (remember a carful of people costs the same to transport as one) and inconvenient (again using my own example there's a bus every two hours from here to Frome and one back at the same interval but there's only 25 minutes between arrival in Frome and departure from the town, nothing like long enough to do any serious shopping so it means waiting another two hours).</p>	<p>Parking charges can form an important part of making sure the right parking is available. With reference to the specific example given, charges help prevent such spaces being occupied by commuters and other longer stay users and help to ensure that they are available for the shorter trips mentioned, which are indeed vital for many of Somerset's people and businesses.</p>	No change to strategy.
Buckland Dinham Parish Council	Chapter 3 - Development of the parking strategy	<p>Finally, I'm somewhat confused about your attitude to commuters. Commuters are the lifeblood of our town centres. They work in shops, offices, libraries, everywhere and they use the shops, libraries, cafes and restaurants during the day yet it appears that they are to be punished twice, firstly by the currently proposed cutbacks in public transport which will increase the number of car commuter journeys and then by steep all day car parking charges.</p>	<p>The strategy provides a policy framework for all users. In reference to the provision for commuters, the strategy as it stands means long-stay parking will still be provided in appropriate locations.</p>	No change to strategy.

Buckland Dinham Parish Council	Chapter 3 - Development of the parking strategy	Not every commuter will leave their car parked all day. A great many will use their car during the day. My daughter, for example, works for a local estate agency and is frequently out and about, returning to the office between appointments and so on. Does she qualify for short term “shopper” parking? Or would she have to pay for an all day ticket at a less accessible car park for, say the period from her arrival till two o'clock, go out on an appointment and then pay another long stay charge from say three till five thirty (assuming that any short term parking is limited to two hours).	The strategy is a strategic document which sets the overarching policy for the whole county. As such, it cannot address all of the specific issues in individual developments. Instead, it aims to provide a range of tools that will help us to address these issues. However, it might be helpful to note that the standards proposed for parking provision at new non-residential developments are designed to provide the right number of spaces to meet their users needs.	No change to strategy
Buckland Dinham Parish Council	Chapter 3 - Development of the parking strategy	I am concerned at the emphasis being placed on car clubs. They are, in theory, a great idea, but I doubt they will seriously catch on in the way you would like. And I have the same doubts about electric cars. These are good for local use and may well catch on in major urban areas where journeys tend to be short but I can't see them being making much of an impact in rural areas – and Somerset is very rural. The same goes for cycles. Think about commuting or going shopping by bike on a dark, wet, miserable winter's day sharing roads with juggernauts, boy racers and so on.	The strategy supports all road users. It supports the allocation of parking spaces for the use of viable car clubs which, evidence suggests, are able to reduce car use. Parking provision is also essential for those who choose to cycle. However, it also supports appropriate provision for those trips where the (privately owned) car is the best option.	No change to strategy.
Buckland Dinham Parish Council	Chapter 3 - Development of the parking strategy	And I can't see the logic behind the drive for more spaces for motorcycles, or least for a significant increase in their numbers. Motor bikes are expensive to buy, riders need to pass an extra driving test, insurance is expensive so why would any car driver/owner be tempted to spend on what could be a very costly machine simply in order to save car parking charges.	SCC has engaged with the motorcycling community and this has identified a lack of available parking spaces. The provision for more motorcycles spaces will help to prevent inappropriate parking of motorcycles and also encourage a mode of travel that helps to reduce congestion.	No change to strategy.

Buckland Dinham Parish Council	Chapter 7 - Design and layout	Residential car parking is a major issue. A vast number of families now have two cars – or rather two vehicles as very often the man of the house (forgive me for being sexist here) will have a van, either of his own or belonging to his employer and off street space must be allowed for these vehicles too. Garages and driveways need to be big enough to accommodate modern cars – too many are still built only to accommodate a Mark I Escort or a Cortina, not cars built to 2012 specifications. The suggested standard is for a minimum size of 6m x 3m for garages and car ports. The word “minimum” is crucial here. I am willing to be that developers will use that as a standard but look at the kind of cars people, especially families, own these days (especially people carriers) and you’ll find that this is inadequate – and by quite a lot too.	The Strategy sets out minimum car parking dimensions which are based on best practice guidance. The dimensions employed are informed by recent research advocating larger garages.	No change to strategy.
Buckland Dinham Parish Council	Chapter 7 - Design and layout	This also needs to be reflected in the width of the roads the houses are built along. In many areas residents parking on the street already create a real problem for even “normal” cars let alone commercial vehicles such as recycling lorries and, heaven forbid, emergency vehicles and this should be taken into account when new developments are planned.	This issue relates primarily to the design of streets within new developments and engineering aspects of highway design, which are addressed through the planning process. However, the strategy sets out a variety of tools for ensuring parking should not contribute to this issue.	No change to strategy.
Buckland Dinham Parish Council	General	It should not be assumed that because a new development is in or close to a town centre that fewer car parking spaces are required. We have friends whose daughter and son in law live on the former Singers site in Frome, only a minute or two's walk from the town centre. She works at the RUH, he at Centre Parcs, but neither could rely on public transport to get to work as they both work shifts. And back to my daughter again. She lives in Frome and could walk to work if she did not have to use her car during the day while her husband works on the family farm. No public transport at 5.00am so two cars necessary there.	Whilst individual requirements may vary, developments in or close to the town centre have better access to services, thereby reducing the need for car based travel, as a result reducing the need for car ownership across the whole population.	No change to strategy.

Buckland
Dinham
Parish
Council

Chapter 7 -
Design and
layout

Finally, one specific point I would like to raise is the question of the dimensions of parking spaces. Looking at the space that's allowed for parking in public and supermarket car parks in Frome, I would suggest that these are too small, too narrow at least. My own car is a Volvo estate, nothing extraordinary there. At 2.106m it's not particularly wide. However, parking it can be a nightmare, especially if I have to cram it in between an MPV and a Ford Transit. Or more particularly if I find an "easy" space and find the Micra I parked next to has morphed into a Range Rover while I've been away. I agree that some of this is down to less than thoughtful parking (not on my part I hasten to add!) but I must also suggest that the spaces are too narrow and by quite a lot. You have suggested (table 7.1) minimum widths varying from 2.0m to 2.4m other than for garages and ports. This would mean on its own that I am effectively barred from parking because it is impossible to squeeze through a 10cm space – in fact it would be less than that because of the thickness of the door.

The Strategy sets out minimum car parking dimensions which are based on best practice guidance. The minimum width for parking spaces perpendicular to the kerb is 2.4m. This is designed to provide a balance between the need to provide for larger cars whilst providing the right number of spaces and preserving the character of Somerset's settlements.

No change to strategy.

Buckland Dinham Parish Council	General	<p>In summary, I think the whole strategy needs to be re-considered. As it stands at present it varies in many places between wishful thinking at best and fantasising at worst. It's based not so much on what happens in the real world but on some kind of Utopian society where people are happy to give up their cars, where they are prepared to spend £30,000 on an electric car which would be of absolutely no use to them whatsoever other than for running around locally or for a bicycle, where developers are driven by social concerns rather than by profit, where public transport is, while not a universal panacea, a practical alternative and – and I'm sorry if I appear to be sceptical – where people think more about the environment, the convenience of others and so on rather than their own particular needs and situations. Whether you take any of my comments on the strategy on board or not, PLEASE think about how you communicate in future with those you wish to consult on any topic.</p>	<p>Noted. The strategy is a long term document and has to consider future opportunities as well as tackling current realities. The strategy includes policies that will allow and support new behaviours and technologies which are expected to improve travel in Somerset over the plan period. It includes only measures which are supported by suitable evidence for their relevance to this period.</p>	No change to strategy.
Member of public	Chapter 3 - Development of the parking strategy	<p>I will feel sad at the loss of free car parks in Wincanton and Castle Cary but it has to be fairer to have a more even policy across the county.</p>	<p>Noted. However, there are no Somerset County Council plans to introduce on-street car parking charges in Wincanton, Castle Cary or any other town at this time.</p>	No change to strategy.
Member of public	Chapter 3 - Development of the parking strategy	<p>On street parking should remain free but enforcement is urgently needed, both to prevent time limited slots being occupied for too long and prevent parking on zig zags and places that are dangerous and cause congestion. Some examples locally are opposite Barclays in Castle Cary, outside Nat West Bank in Wincanton both bring traffic to a standstill when the first bus or lorry comes along. Is done by people too lazy to make use of the free car parks? I support the concept of civil enforcement of on street parking by the County Council and will provide a consistent approach</p>	<p>Support Noted</p>	No change to strategy.

county wide. It is very important the on street enforcement starts when, or before charging starts in the car parks. I think it is possible high street shops will benefit from the constant turnover of cars using on street parking, after all a lot can be done in an hour.

Frome & District Chamber of Commerce	General	Frome is proportionately more dependent on private cars than many towns because:- (a) The Town Centre is in a bowl with steep gradients out again in most directions, which deters shoppers from walking/cycling. Public transport for shoppers is not good, and for families more expensive than taxis. (b) There are two OOT superstores (Sainsbury's & ASDA) plus Wessex Fields Retail Park; all are on high ground, close to the by-pass. ASDA is not contiguous with the built up area. (c) Potential cycle paths using low gradient routes are not fully developed, or linked safely to the National Cycle Network (NCN) (d) It functions as a dormitory town for workers who commute to west Wiltshire and Bath, and to a lesser extent the reverse, for most of whom there are no viable public transport alternatives. (e) Both Somerset and Wiltshire councils accept that for retail and employment generally Frome (MHE rank 524)[1] is functionally more related to West Wiltshire, esp. Trowbridge (8 miles away, MHE rank 317) and Bath (12 miles, MHE rank 28) than any towns in Somerset, the nearest of which is Shepton Mallet (12 miles, MHE 2168).	Noted	No change to strategy.
Frome & District Chamber of Commerce	Appendix 1 - Full details of option appraisal	The draft Strategy is written to support Somerset's Future Transport Strategy. All academic research and guidance recommends that Car Parking strategy should be developed in coordination with other strategies and take into account local factors. The scoring system for Appendix 1 is limited by this.	The strategy sets out the principles of parking policy through-out Somerset and has been developed in line with the principles of the adopted Future Transport Plan. The studies used are appropriate for this purpose, other local factors should be considered in making more specific	No change to strategy.

decisions at the local level.

Frome & District Chamber of Commerce	General	Car parking policy also needs to be co-ordinated with economic policy and town management involving Frome Town Council (FTC) and Frome & District Chamber of Commerce (FDCC). The Renaissance Report, which appears to be the only comprehensive research on the effect of car parking policies on Market Towns (broadly Zone B in Somerset) emphasises that car parking must be part of a co-ordinated management strategy[2]. In Somerset with three levels of local government that will only work if they all work together, and involve local groups that have knowledge and skills, e.g., in Frome Vision for Frome, Sustainable Frome) or resources (e.g. Frome Development CIC).	Wherever possible, and where resources allow, the Council is keen to engage with communities in relation to parking issues.	No change to strategy.
Frome & District Chamber of Commerce	General	We agree that decisions must be evidence based; that evidence should be openly available to all interest groups without them having to make FOE requests.	Support noted, the strategy has attempted to include as much information as possible about our evidence base and the calculations based upon it.	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	We would support market-based incentives for genuinely low emission vehicles (not including those who achieve low emissions through technology that requires other negative environmental impacts). This should be combined with similar market based disincentives for inappropriately large vehicles.	Noted	No change to strategy.

Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	The DETR Report was published in 2002. The summary is not accurate, and the relevance of the report to Zone B market towns is questionable. The Renaissance Report does conclude that car parking is only one of many factors, all of which should be managed together. See Appendix 2 for comments on DETR Report. p18 para 1	The strategy does not aim to provide a "summary" of the report (DTLR, 2002). However, the interpretation of the relevant sections of the report included in the strategy is felt to be accurate. The evidence presented is not intended to be applicable in all places or to all potential proposals and we are clear about its limitations. It is, however, appropriate for the job it does in this strategy, informing our high level policy for parking across the Somerset.	Link in footnote is out-of-date and will be updated to www.ttr-ltd.com/downloads/pdf/newhorizons.pdf
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	In Frome demand for shoppers spaces does not exceed supply; the main designated shoppers car park rarely appears to reach the advised optimum 85% occupancy, although a smaller shoppers car park appears to exceed this level, probably because of poor signage. p19	Noted. The strategy is a strategic document which sets the overarching policy for the whole county. As such, it cannot address all of the specific issues in individual areas. Instead, it aims to provide a range of tools that will help us to address these issues.	No change to strategy.
Frome & District Chamber of Commerce	Parking charges	All academic research and guidance stresses that car parking strategy must be based on local conditions. MDC commissioned comprehensive report on car parking in 2008 from professional consultants RTA Associates Ltd. That stated (p.ii para.9) : "A uniform tariff structure across the whole of the district is not appropriate. The tariff at any particular car park should depend upon a number of factors: • The nature of the town and its current economic vitality and viability; • The purpose of the users of the car park: • Business • Shopping • Tourism • The desired length of stay." [our emphasis] . For Frome, in particular pricing for town centre shoppers parking, must be measured against Frome's actual competitive towns - primarily Trowbridge, where parking is substantially cheaper (see Appendix 1).	Policy PM7 supports "a reasonable level of consistency" but also acknowledges that charging regimes will need to reflect local conditions. It does not support uniform charges.	No change to strategy.

Frome & District Chamber of Commerce	Parking charges	According to Fig. 3.4 Frome has the second highest short term (shoppers) car parking charges in Somerset (after Taunton). They will be increased in February 2012.	Noted	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	Shoppers parking provision in Frome is poor compared with comparative towns, as a proportion of population or retail units. It appears less poor when measured against retail area as many shops in Frome are small independents artisan stores in medieval streets (e.g., Cheap Street & St Catherines), which are the heart of the town's revitalised retail offering, and comparatively have a lower vacancy rate than more modern "traditional" units. (See Appendix 1).	Noted	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	Although MDC policy supports this and car parks peripheral to the town centre (EOT) are designated, usage figures and take up of permits is poor. This is probably through lack of signage, publicity and available alternatives.	Good information is an important part of managing parking well and therefore, of this strategy.	Provide additional text on the importance of signage and publicity in attracting commuters to long stay parking places.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	The corollary of the statement made is that where adequate sustainable alternative do not exist commuter parking should not be reduced.	The strategy aims to provide the right amount of parking for all users at appropriate locations, this may be at existing long stay parking areas or in other car parks.	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	Although MDC policy supports this the usage in practice is less than optimal.	Noted.	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	In Frome there are streets adjacent to the town centre that are well used by commuters without creating conflict with residents, pedestrians or traffic flows, and these should be retained.	Noted.	No change to strategy.

Frome & District Chamber of Commerce	Parking charges	Management of town centre parking must take account of alternative private parking facilities as part of the wider management of town centres. The comparative figures given in Figures 3.1-3.4 and recent MDC and WW consultations are misleading where they compare only spaces and charging regimes in local authority owned car parks, (e.g., for Shepton Mallet where the EOT Townsend Retail Park provides twice as many spaces as the MDC car parks).	The strategy aims to consider all types of parking facility. Whilst the figures noted are concerned with publicly owned car parks, other policies and the standards set out in Chapter 6 address privately owned parking. The two issues are considered separately as the strategy's role in their management differs considerably.	No change to strategy.
Frome & District Chamber of Commerce	Parking charges	Management of car parking primarily to increase revenue would make local authorities no better than OOT supermarkets who see markets towns solely in terms of their ability to generate income. Research findings on the contribution of the free car parking at Townsend Retail Park in Shepton Mallet conflict as to whether it has contributed to the health of the town centre – research for MDC suggests it has not. The free parking provision is limited to 2 hours as a requirement of the planning permission which is regarded by some traders as being too short. It is rumoured that the developers were willing to offer more but the restriction was imposed to protect revenue in local authority car parks.	Noted.	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	OOT car parks should be subject to UBR – at present town centres and local authorities running town centre car parks are subject to UBR when OOT supermarkets and retail parks are not. That would provide a level playing field and a source of revenue.	It is assumed that the UBR acronym stated in the comment relates to the Unified Business Rate. Taxation Issues are beyond the remit of the Parking Strategy.	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	CPE should not be used primarily as revenue generator to force use of council owned car parks where car parking does not create a problem. Changes should only be made where good data is available	The strategy does not support using CPE purely as a revenue generator. If our application for CPE powers is successful, we would only introduce new parking conditions where local residents and businesses tell us there is a need for	No change to strategy.

them.

Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	There is little capacity for CPE to assist in Frome town centre as traffic flows there are significantly restricted by the limited river crossings. Much traffic using the town centre is cross-town traffic going to other towns or to OOT shopping. It is possible that improving the competitiveness of the town centre retail offering with better signage would reduce cross town traffic and total mileage by keeping traffic in town and directing it to car parks without passing through the Market Place.	Strategic option PM3.7 supports using variable message signs to reduce circulating traffic.	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	Can ANPR be used to identify emissions ratings which would enable differential parking structures/charging regimes that would incentivise low emission and disincentivise high emission vehicles?	It is believed a system of this type would be technically feasible, although it is not considered in the strategy.	No change to strategy.
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	Unless CPE is seen to be managed for the benefit of the towns subject to it and the revenue generated by it used for their benefit it is likely to become unpopular in the same that Speed Cameras were, and any actual positive effects swamped by the perceived use as a revenue generator and negative imposition by remote local government. Allocation of such revenue should be decided at the lowest level locally as part of town centre management, involving Frome Town Council, FDCC and other local organisations who should be able to bid for such funds.	Local needs will play an important part in our use of any CPE powers. If our application for CPE powers is successful, we would only introduce new parking conditions where local residents and businesses tell us there is a need for them. However, the Road Traffic Act 1991 makes it clear that surplus income generated by CPE must be used for local transport related initiatives after administration, maintenance and enforcement of traffic regulation orders have been paid for.	No change to strategy.

Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	p.28 The Table is misleading. MDC operates residential permits schemes that are tailored and generally effective	This information has been checked with Mendip District Council and confirmed as correct. Whilst charges are made in various car parks (including some with residents permits etc), no priority parking schemes of the type discussed in Table 3.1 are understood to operate in Mendip. Policy PM7 acknowledges that whilst seeking "a reasonable level of consistency", charging regimes will reflect local conditions.	No change to strategy.
Frome & District Chamber of Commerce	Parking charges	p.29 Consistency/standardisation across districts is only relevant where the towns compete against each other or in the same market. That does not apply in Mendip where Frome forms part the West Wilts/Bath economic/retail area, or to Street where Clarks Village is also in a different market. There is the potential for MDC to increase inward flows by making car parking charges in Frome more competitive with Wiltshire without having any negative impact on any Mendip town.	Policy PM7 acknowledges that whilst seeking "a reasonable level of consistency", charging regimes will reflect local conditions.	No change to strategy
Frome & District Chamber of Commerce	Parking charges	The capacity for on street charging is very limited in Frome because of the medieval narrow street pattern in the town centre. There are unlikely to be any areas in which there would be any continuous run of parking spaces that would be sufficient to make a ticket machine economically viable.	Noted.	No change to strategy
Frome & District Chamber of Commerce	Parking charges	Schemes based on reduced charging levels combined with other management and promotion have been trialled with some success, and in Swindon the trial scheme was made permanent specifically on "value for money" criteria in achieving the council's strategic objectives.	Policy PM7 acknowledges that whilst seeking "a reasonable level of consistency", charging regimes will reflect local conditions.	No change to strategy
Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	Recent increases in Wiltshire have been followed by a reduction in income, although the full reasons for this are not clear. There is widespread anecdotal evidence of drivers becoming more discerning and using free (private) provision rather than chargeable provision, resulting in occupancy levels in council car parks	Noted, Section 3.3.3 acknowledges the complex relationship between parking charges and driver behaviour.	No change to strategy

falling against private car parks, and in some cases traffic congestion resulting from this.

Frome & District Chamber of Commerce	Chapter 3 - Development of the parking strategy	In Frome there are areas in which tidal flows of outward commuting and inward commuting make efficient use of unrestricted on-street parking. The main area of poor or obstructive car parking in Frome is the Market Place car park. Park and Ride is not a viable option in Frome as traffic approaches from several directions. The By-Pass has not been fully effective in diverting through traffic away from the town centre.	Noted, The strategy is a strategic document which sets the overarching policy for the whole county. As such, it cannot address all of the specific issues in individual areas. Instead, it aims to provide a range of tools that will help us to address these issues.	No change to strategy
Frome & District Chamber of Commerce	Chapter 4 - Zoning	The allocation Frome to Zone B is inconsistent with the criteria identified, but in practice is probably more appropriate. Frome town centre functions as a market town and as such has more in common with the Zone B towns although it is significantly larger than any of them. The newer housing estates on the periphery are not fully integrated into the town although there is a potential for them to be, which would benefit the town centre.	Agreed. Frome's allocation to Zone B is to be maintained, the explanation of the zoning criteria in the supporting text will be clarified to make its allocation clearer.	Explanation of the zoning criteria in the supporting text to be clarified.
Frome & District Chamber of Commerce	Chapter 4 - Zoning	There is some evidence that in places where Planning Permission has been granted in Frome town centre for developments with inadequate parking (in compliance with the criteria issued by Mr John "Tow Jags" Prescott) that the market has operated so that developers have identified and offered additional private parking (rather than residents having fewer cars, or buying car park permits).	Noted, the changes to the parking standards proposed in the strategy will help avoid this type of issue by providing the right amount of parking.	No change to strategy
Frome & District Chamber of Commerce	Chapter 4 - Zoning	Ward level analysis is insufficiently detailed for Frome. The town centre buildings have completely different physical characteristics from those in the new housing estates.	The analysis is considered sufficiently detailed for the purposes of establishing parking zones. The standards set out in Chapters 5 and 6 build on this zoning and address the differing needs of different	No change to strategy

development types within zones.

Frome & District Chamber of Commerce	Chapter 7 - Design and layout	Policies for town centres must encourage conversion and full use of buildings, especially upper floors of retail units.	This issue is beyond the control of the parking strategy.	No change to strategy
Frome & District Chamber of Commerce	Chapter 7 - Design and layout	The DTER has published the first UK research on Shared Space since this document was issued, and that should be factored into the strategy.	The Department for Transport's research into shared space will play an important part of any future consideration of related issues.	No change to strategy
Frome & District Chamber of Commerce	Chapter 7 - Design and layout	The increasing size of vehicles has a negative impact and is a challenge for towns where parking spaces and road widths are physically and unalterably limited. There are roads in Frome where the roads are wide enough for medium sized cars to be parked but which are obstructed when larger vehicles, e.g., 4x4, double cabs, are parked, becoming chicanes which obstruct traffic flow and one case impassable without using the pavement. Parking policy and enforcement should take this into account.	The strategy sets out a number of measures designed to address anti-social and obstructive parking .	No change to strategy
Frome & District Chamber of Commerce	Appendix 1 - Full details of option appraisal	The Chamber of Commerce would argue that the general weighting is too low. In the current economic climate "growth" must include sustainability for challenged town centres to avoid "negative growth".	The contribution to supporting economic growth noted in Appendix 1 is a actually summation of the impact on a wider range of issues designed to capture options' overall economic impact.	No change to strategy
Frome & District Chamber of Commerce	Appendix 1 - Full details of option appraisal	It is difficult to understand the scoring of some policies against "Support Economic Growth". in particular: PM1.3 and PM1.4	The strategy has to balance the needs of different readers, in terms of its length and its treatment of technical issues. Chapter Three provides a summary of the way the appraisal process worked but it is not felt that including full details of each of the underlying calculations would be	No change to strategy

beneficial to the majority of readers.

Frome & District Chamber of Commerce	Appendix 1 - Full details of option appraisal	PM3.1 why/how would prioritising reducing car parking charges have a negative impact on economic growth ?	Cheap or free parking can result in low turnover of spaces or can lead to increased congestion both of which impact negatively on economic growth.	No change to strategy
Frome & District Chamber of Commerce	Appendix 1 - Full details of option appraisal	why/how would reducing car parking charges have a negative impact on economic growth ?	Cheap or free parking can result in low turnover of spaces or can lead to increased congestion both of which impact negatively on economic growth.	No change to strategy
Frome & District Chamber of Commerce	Appendix 1 - Full details of option appraisal	why does covered cycle parking residential developments or extra cycle parking at stations make a greater contribution to economic growth than reducing car parking charges in town centres ?	Increased cycling levels reduce congestion which is believed to impact negatively on economic growth. The impact of reduced car parking charges are explained in our response to the previous comment.	No change to strategy
Vision for Frome	Chapter 3 - Development of the parking strategy	PM3.8 – Provision of parking for commercial vehicles is obviously needed. What does not seem to be addressed within the strategy is the proliferation of smaller (but not small) commercial vehicles being taken home by commercial drivers, and frequently parked wherever can be found where “at home” parking is not possible or is resisted by neighbours.	Whilst the strategy does not address this issue specifically , it sets out a number of measures designed to address anti-social and obstructive parking which would help to tackle any negative effects of such behaviour.	No change in strategy
Vision for Frome	Chapter 3 - Development of the parking strategy	Para 3.3.6/PM6/6.3 Page 28 – We note that CPE is viewed as a revenue generator, not just via fines but by forcing people into pay car parks. Noting also that parking on pavements will be made illegal (not currently the case unless a significant obstruction to pedestrians is caused), which will cause some difficulty in a few very narrow streets in Frome’s conservation areas; currently a common sense approach is taken by	This comment will be passed to SCC's Traffic Management Group which is overseeing this project and will respond as necessary.	Pass to SCC's Traffic Management Group

Vision for Frome	Parking charges	<p>the PCSOs. So the implementation of CPE needs to be well judged to achieve the desired compliance where needed, but without causing the misery to residents and visitors that has been the case in London, especially as resolution of problems will be far away from Frome in Taunton.</p> <p>Page 29/Page 31 PM7 - It is stated that consistency of car parking charges is desirable to avoid competition between centres and towns. Where the neighbouring towns/centres are in Somerset then this might be a valid policy. But the same argument can be made for the likes of Frome where its competition is to the East in Wiltshire. The Mendip District Council study relates its policy on charges to local factors. This SCC policy should recognise this too, by some statement to acknowledge that parking policy must take account of local factors "presented by nearby other counties", not just Somerset alone, The aimed for "consistency" in relation to Frome will be the lowering of charges to match Wiltshire and avoid losing custom and revenue its nearby towns. Noting that the cost of short stay parking in Frome is shown (Page 30/ Fig 3.4) to be the highest in Somerset other than Taunton (this may be old data).</p>	Policy PM7 acknowledges that whilst seeking "a reasonable level of consistency", charging regimes will need to reflect local conditions. This would be expected to include consideration of the type of factors noted.	No change in strategy
Vision for Frome	Chapter 3 - Development of the parking strategy	<p>PM7.1/Page 32 – This is a grudging acknowledgment that retail viability and town centre economics is related to parking charges, and then tends to argue against lowering them. Grant Shapps in the House of Parliament on Tuesday 17th January exhorted local authorities to keep charges low, to counter the loss of business from the High Streets to out of town supermarkets and shopping Malls and internet shopping.</p>	The strategy acknowledges that congestion and the quality of the town centre environment influence retail viability as well as parking charges and seeks to achieve a balanced policy.	No change in strategy

Vision for Frome	Chapter 3 - Development of the parking strategy	Para 3.4.4 – This paragraph takes a rather anti-car park provision stance in relation to tourists. Frome has limited means, poor topography, and a doubtful level of need or visitor numbers, to make best use of coach parking and park and ride. Pending any future change where parking needs reach the level where a park and ride might be worthwhile, this town's car park provision must continue to take tourists needs fully into account, and the policy should acknowledge such a need in these circumstance.	This paragraph deals with situations where high tourist demand may exceed available resources. We note also the air quality problems in Frome which additional tourist traffic could exacerbate. However in general we agree that tourists' needs should be accommodated in existing car parks where sufficient spaces can be provided and additional traffic problems are not generated.	Add sentence to end of first para in 3.4.4 i.e. "Where tourist demand is low and sufficient spaces can be provided without generating congestion or air quality problems car park provision should continue to take tourists' needs into account".
Vision for Frome	Chapter 3 - Development of the parking strategy	Table 3.3/Pages 46 & 47. This table categorises the proposed measurers on a "best value" basis. Clearly the economic viability of the town centres are not weighted in this process anything like enough, as raising car park charges are near the top of the "best value" and decreasing charges are actually at the bottom. This opens a big question mark on the validity of the analysis template and weighting of the various factors, notwithstanding the quote it being "established best practice". This is best practice to do what, save or make the implementer money or squeeze the most action out of the least money, or support the economic viability of the towns where the measurers are applied? Again, please refer to the statement in parliament by Minister Grant Shapps where he put great emphasis on the need for low cost town centre parking to support the viability of town centres.	Cheap or free parking can result in low turnover of spaces or can lead to increased congestion both of which impact negatively on economic growth, as well as a maintenance burden. This may help to explain why the results achieved do not fit with what one might initially expect. Chapter 3 does, however, make it clear that more restrictive parking policy is only likely to be appropriate in certain locations within Somerset.	No change in strategy
Vision for Frome	Chapter 3 - Development of the parking strategy	PP4.2, Signage with a score "16" looks to be too far down the list, given the statement of value to visitors and tourists, and hence the retail economy, at relatively low cost. Again this shows that the local economy is insufficiently weighted in the categorization process.	The assessment made considers the impact of options on a county-wide basis. Certain options are likely to be more relevant in particular areas. It is also important to note that this assessment only considers signage specifically related to parking. The council also provides a wide range of signage for other purposes	No change in strategy

to assist these (and all other) road users.

Vision for Frome	Chapter 7 - Design and layout	Para 7.4.1/Page 78. It is a great surprise that there is no mention of under-building car parking, as is widely used in Europe, to reduce the visual impact of parking, and to preserve our valuable open space for something other than parking. This solution to residential, or indeed business, parking should be given a proper place in the design considerations.	Agree although it should be noted that there is significant cost to developing underground car parks, particularly where archaeological remains are present. Design of individual car parks would need to be reviewed on a case-by-case basis.	No change in strategy
Vision for Frome	Appendix 1 - Full details of option appraisal	Appendix 1/Page 84. The rationale behind the assigned values of the various factors to be considered is not available, and therefore the analysis cannot be challenged. There is some obvious subjectivity being applied in reaching the scores, hence our view that at least some of the results are flawed, not least the respective position of increase/decrease parking charges, as per the above.	The strategy has to balance the needs of different readers, in terms of its length and its treatment of technical issues. Chapter Three provides a summary of the way the appraisal process worked but it is not felt that including full details of each of the underlying calculations would be beneficial to the majority of readers. The appraisal was undertaken to a level of detail appropriate to the strategic issues it considers. Responses to previous comments address the performance of options for car parking charge increases and decreases.	No change in strategy

Cranmore Parish Council	Chapter 3 - Development of the parking strategy	Although not in detail, the policy was discussed briefly by Cranmore Parish Council and one comment arose:- Mendip local planning strategy and SCC's parking strategy do not appear to compliment each other or work with each other. It was however felt that it would be beneficial if they did. Take for example Shepton Mallet where the superstore was built a couple of years ago, providing hundred of free parking spaces to shoppers to the stores in the commercial zone. However, parking in the centre of Shepton Mallet is still at a cost, therefore really disadvantaging the smaller shops, business and Library on the High street. This is an example of planning being let by Mendip DC and parking strategy by SCC; both strategies not 'speaking' thus really putting a strain on the high street	The strategy has been designed to help inform future district council parking policy. We have worked with these authorities to understand their needs and have attempted to incorporate them into the strategy. We encourage district authorities to incorporate the standards and policies set out in this strategy when into their own policies.	No change in strategy
J Gliddon & Sons	General	The Council's recognition that not every situation is the same throughout the county and that with sufficient justification departure from the standards within this document are acceptable to reflect site and location specific requirements (Para 3.3.3 p19 - Paragraph 2, Para 3.4.3 to reflect site and location specific requirements (Para 3.3.3 p19 - Paragraph 2, Para 3.4.3 Non-Residential Parking Standards P41 - Paragraph 2 and Chapter 4 Zoning p49 - Paragraphs 3-5).	Support noted	No change to strategy.
J Gliddon & Sons	Chapter 3 - Development of the parking strategy	Policy PM2: Overall Sustainability Policy - J Gliddon & Sons welcomes the Council's ambition to support developments that enable reductions in the environmental impacts of travel.	Support noted	No change to strategy.
J Gliddon & Sons	Chapter 3 - Development of the parking strategy	PM4.i: Reduce on-street parking provision in town centres - J Gliddon & Sons supports the reduction of on-street parking in town centres in principle. However if on-street parking is to be removed or reduced, particularly in the rural settlements, then replacement	Support noted	No change to strategy.

free short stay parking should be provided in suitable locations near to the centre, to avoid any detrimental impact on town centre businesses.

J Gliddon & Sons	Chapter 3 - Development of the parking strategy	PM5.2 Look for opportunities to work with employers and large retail outlets to influence the way they manage their parking provision - J Gliddon & Sons welcomes and supports a partnership with the local council to tackle any abuse in the use of parking where it is required.	Support noted	No change to strategy.
J Gliddon & Sons	Chapter 3 - Development of the parking strategy	Policy PP3: Non-residential parking standards policy - J Gliddon & Sons agrees with the Council's approach that departure from any parking standards can be acceptable if sufficient justification is provided. This is a reasonable approach as developments need to be looked at on a case by case basis.	Support noted	No change to strategy.
J Gliddon & Sons	Chapter 6 - Non-residential parking standards	Para 6.4 The standard of parking for non-residential development - Car Parking - J Gliddon & Sons welcomes the proposed update to the car parking standards for Zone C A3/A4/AS Food and Drink.	Support noted	No change to strategy.
J Gliddon & Sons	Chapter 3 - Development of the parking strategy	Electric Charging points - PM2.4 Encourage developers to install electric charging points in new developments AND Policy PP3.2 Provide 16 amp charging points for electrical cars in non-residential development AND Para 7.4.2 Non-residential Parking. J Gliddon & Sons do not object to the council encouraging developers to install electric charging points. However guidance throughout the document is not clear whether it is compulsory or encouraged to install electric charging points and exactly who for (See PM2.4 p17, PP3.2 p42, Para 7.4 p78 and para 7.4.2 p80). Installing electric charging points is expensive and onerous on a developer considering the current low usage of this form of travel so should only	These policies aim to help establish the infrastructure required to support future increases in the use of electric vehicles in line with national carbon reduction targets. In developments where the measure is deemed appropriate the provision of charging points may form part of a legally enforceable Travel Plan.	No change to strategy.

J Gliddon & Sons	Chapter 3 - Development of the parking strategy	<p>be encouraged not compulsory. Not all non-residential developments warrant the compulsory inclusion of electric charging points. For instance the length of stay at foodstore and stand alone retail developments is normally relatively short and is unlikely to provide a worthwhile charge for an electric car. Rural locations are also less likely to require charging points as the use of electric cars is generally less due to the distances travelled. It is recommended that throughout the document "16 amp charging points for electric cars should be encouraged in non-residential development where appropriate"</p> <p>Policy PM5: Management of Private Parking. In principle the securing of a management plan is acceptable. Parking provision and its management in the rural settlements should be provided to support local centres and promote economic activity within them. However the plan should consider all relevant factors affecting parking in the locality, not just Council and Districts plans for car parking management in the area. It is therefore recommended that this policy should be amended to "Where a new development includes proposals for the provision of publicly available car parking, there will be an expectation that a management plan will be secured for the car park, ensuring that the future operation of the car park (duration of stay, charging regime, security and enforcement) is aligned with the County and District's plans and other local considerations for car parking management in that area.</p>	<p>The County and District's plans for car parking management in an area would normally have considered "all relevant factors affecting parking in the locality". However the addition of this clause will emphasise the point.</p>	<p>Amend wording of policy PM5 as suggested.</p>
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J Gliddon & Sons	Parking charges	PM7: Parking Charges Policy. Gliddon & Sons recognise that there needs to be a consistent approach to the level of parking charges dependant on the location. However the overarching policy is to get local shoppers to visit their local/closest retail centre. There must be some incentive in order for this to work so for instance free parking. Smaller more rural settlements cannot be expected to have similar parking charges to those larger towns. Policy PM7 should therefore, read: "In order to promote more sustainable travel patterns and reduce wasteful competition, Somerset County Council will work with the operators of public and private car parks to ensure a reasonable level of consistency in the charging regimes applied across the county. Charges will aim to reflect local economic and environmental conditions, availability of other modes of transport, the convenience and capacity of local car parks, traffic conditions and the availability of retail, health and leisure facilities in the larger towns in Somerset"	Basing parking charges on the existing conditions listed in policy PM7 will normally ensure that charges are lower in smaller local centres than in larger towns and therefore provide an incentive to shop locally. There is therefore no need to restrict charging for parking to larger towns and the existing policy retains the option to charge in smaller centres.	No change to strategy.
J Gliddon & Sons	Chapter 3 - Development of the parking strategy	PP3.1 Encourage the use of shared parking (different elements of development). Gliddon & Sons agrees that mixed use developments should consider whether there is a potential to share parking. However this might mean a greater number of parking spaces than for a single land use given the change in dwell time. The statement below should be noted within the supporting text: "This is likely to result in less parking than if elements are considered separately but may result in an increase over the maximum requirement for a single land use."	The suggested additional text is the logical conclusion of the existing statement and provides useful clarification.	Amend wording of supporting strategy option PP3.1 as suggested. The objective "to reduce the overall parking land take" should be emphasised.
J Gliddon & Sons	Chapter 3 - Development of the parking strategy	Preferential Parking spaces - PP3.3. Offer preferential parking spaces for disabled parkers, car sharers and electric vehicles. Offering preferential parking spaces is considered appropriate for disabled parkers. However we would question the usefulness of spaces	The existing supporting wording of this strategy option makes it clear that preferential parking spaces should be allocated to car sharers and electric vehicles on the basis of encouraging	Amend wording of 'headline' for strategy option PP3.3 to include phrase "where appropriate".

		<p>for car sharers for a foodstore development and specifically why they should be given dedicated parking spaces. In such a retail environment, not only would this be difficult to implement but car sharing is already undertaken. More importantly though we consider that the limited number of spaces available close to an entrance should be reserved for those with greater needs e.g. disabled and parent and child. For PP3.3 there would need to be a change to the wording to include parent and child spaces. It is also considered that this should be done on a case by case basis as not all preferential parking spaces can be accommodated at all locations. The proposed change to the wording of this policy is: "Offer preferential parking spaces on non-residential developments for disabled parkers, car sharers, parent and child parkers and electric vehicles as appropriate"</p>	<p>reductions in congestion and carbon emissions rather than personal need. The feasibility and potential benefits of such measures are likely to vary from development to development and therefore the way in which this is implemented will depend on the individual circumstances. However the provision of preferential 'parent and child' spaces is not a priority in transport policy terms.</p>	
J Gliddon & Sons	Chapter 6 - Non-residential parking standards	<p>Para 6.4 The standard of parking for non-residential development - Cycle Parking. The cycle parking standards at the level of 1/70 sqm for A1 food and non-food retail developments in Zone A is too high. This results in design issues and onerous and unnecessary cost implications for the developer. Cycling provision standards should not only look at the purpose of the trip. In the case of food shopping it is not common practise to carry out a main food shop by bike and this is not likely to change significantly in the future. It is considered that the proposed standards will result in an over provision in cycle racks which results in design issues and significant cost implications. We would recommend that either the standards should therefore be reverted back to the current 1:250 sqm for Zone A consistent with Zones b and C, or reference should be made that "departures from these standards will be considered where the transport assessment/statement for the proposed development</p>	<p>Not all food shopping involves a family-sized "main food shop" and many food and non-food shopping trips can be carried out on a bicycle, particularly in built-up areas where cycling is relatively easy such as Taunton, Bridgwater and Yeovil (i.e. Zone A). The cycle parking standards for Zone A have been calculated using empirical evidence and include provision for staff as well as customers. It is considered essential to provide adequate parking for those wishing to shop by bicycle as this will help relieve traffic congestion and reduce emissions.</p>	No change to strategy.

provides sufficiently robust evidence to justify the departure."

J Gliddon & Sons	Chapter 6 - Non-residential parking standards	Para 6.4 The standard of parking for non-residential development - Cycle Parking. The assumption for these cycle parking standards is that they are for customer parking only. These standards need to be clearly defined whether they are for customer parking only or for both customer parking and employee parking.	We agree that this is unclear.	Include note that standards include parking for employees, customers and other visitors
J Gliddon & Sons	Chapter 6 - Non-residential parking standards	Para 6.4 The standard of parking for non-residential development - Cycle Parking. In the heading of cycle parking there is a reference to "Car (maximum level)" above the Zones. The reference should be removed or altered to "Cycle (minimum level)" for clarity.	This is an error.	Amend column heading as suggested
J Gliddon & Sons	Chapter 6 - Non-residential parking standards	Para 6.4 The standard of parking for non-residential development - Motorcycle Parking. Within the motorcycle parking heading "optimum" should be added to the front of the title. The heading should read "Optimum Motorcycle Parking".	The motorcycle parking standard is a minimum standard.	Amend text to read "A minimum of one space per 20 car spaces, with.....".

J Gliddon & Sons	Chapter 6 - Non-residential parking standards	Para 6.4 The standard of parking for non-residential development - Motorcycle Parking. The assumption for these cycle parking standards is that they are for customer parking only. These standards need to be clearly defined whether they are for customer parking only or for both customer parking and employee parking.	We agree that this is unclear.	Include note that standards include ALL parking i.e. for employees, customers and all other visitors
J Gliddon & Sons	Chapter 6 - Non-residential parking standards	Para 6.4 The standard of parking for non-residential development - Car Parking. Non-Food Retail. J Gliddon & Sons objects to the changes in the parking standards for A1 non-food retail. The proposed A1 non-food retail car parking standards differ significantly from the national standards for all zones. Whilst we note that the new standards are based on existing data, there is no indication that levels below 1:20 are adequate to meet local needs. Insufficient parking would be detrimental to the economic viability of new developments and will have major implications for both council and businesses. This is particularly the case in the rural areas where bus services are threatened with closure and thus dependence on the car is increasing. It will also lead to illegal parking in inappropriate locations and congestion if parking needs are not met on site. People are attracted to retail if there is sufficient parking. The standard of 1/50sqm - 1/70sqm GFA in the zones would provide a loss of a significant number of spaces for a development and make new development less attractive. In Chapter 3 one of the objectives for the Countywide Parking Strategy is "To manage parking in order to maintain the vitality and viability of town centres..." which is not a one size fits all objective and different locations will have different requirements. The standards should therefore be reverted back to the current 1:20sqm for all zones.	The proposed standards draw on empirical evidence in the TRICS database which demonstrates that the parking levels set out in the strategy are appropriate for non-food retail.	No change to strategy.

J Gliddon & Sons	Chapter 6 - Non-residential parking standards	<p>Para 6.4 The standard of parking for non-residential development - Car Parking. J Gliddon and Sons objects to the changes in the parking standards for A1 food retail. Whilst we note that the new standards are based on existing data, there is no indication that levels below 1:14 are adequate to meet local needs. Insufficient parking would be detrimental to the economic viability of new developments and will have major implications for both council and businesses. It will also lead to illegal parking in inappropriate locations and congestion if parking needs are not met on site. There is a reliance on the car for food shopping in rural locations. As quoted from this strategy - "in rural areas driving is often the only option for many trips". There is a need to provide enough car parking for the trips people have to make by car to help the county thrive and for people to reach the people and places that are important to them. Providing too little car parking causes problems for neighbouring communities and businesses and clogs up the roads, making them slower and more dangerous for everyone and/or encourages longer trips to existing outlets where parking is less restricted. It is recommended that the car parking standards maximum level should be reverted back to the national standards of 1/14sqm GFA.</p>	The proposed standards draw on empirical evidence in the TRICS database which demonstrates that the parking levels set out in the strategy are appropriate for food retail.	No change to strategy.
J Gliddon & Sons	Chapter 6 - Non-residential parking standards	<p>Para 6.4 Blue badge parking for people with severe mobility problems - Car parks associated with shopping areas, leisure or recreational facilities and places open to the general public - existing (2) Gliddon & Sons consider the additional space per employee who is disabled is impossible to provide due to changing nature of employees, but fixed nature of parking provision in existing employment locations. It is recommended that this policy is removed.</p>	The changing nature of the workforce does not preclude the allocation of spaces to disabled employees. Spaces can be marked for disabled users temporarily and the marking removed later as necessary e.g. using removable signing.	No change to strategy.

J Gliddon & Sons	Chapter 6 - Non-residential parking standards	Omissions within the parking strategy. Para 6.4 The standard of parking for non-residential development - Cycle parking and car parking. There are currently no standards for parking spaces for A1 retail (both non food and food retail) below 1,000 sqm. Whilst it is acknowledged that the significant variation in offer may preclude this, we would suggest that a statement similar to the following is added to the strategy: "For retail schemes below 1,000sqm gross, parking provision will be assessed on a case by case basis to reflect local circumstances, needs and the development characteristics."	We agree that this statement would usefully clarify the position for very small retail developments	Add suggested statement to cycle and car parking standards for land use A1 Retail
Brympton Parish Council	General	The Parish Council is pleased to see that the Parking Strategy is being reviewed in order to reflect the current situation and assist in the ongoing Development Strategy.	Support noted	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	3.3 and 3.4 – Pleased to note that on-street parking is recognised as an issue.	Support noted	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	3.3.1 Overall Management: The strategy should clarify parking for commercial vehicles - what's freight, what's not. This is very important for Brympton where many mixed commercial uses sit very close to residential		
Brympton Parish Council	Chapter 3 - Development of the parking strategy	3.3.1 Overall Management: The strategy should specifically deal with business parks. Issues here include- (i) minimising employment land "lost" to parking.	The strategy deals with parking at all employment sites through private parking provision policy and non-residential parking standards. The strategy seeks to balance efficient use of land with other considerations such as anti-social parking control.	No change to strategy

Brympton Parish Council	Chapter 3 - Development of the parking strategy	(ii) provision for business visitors;	Provision for visitors at employment sites is included in non-residential parking standards	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	(iii) parking of corporate/fleet vehicles when not in use - vans which are parked at driver's homes often cause problems and this is currently controlled by private enforcement of covenants	It is considered that this approach would be likely to stifle economic growth, if restrictions were placed on a development as part of the planning process. The strategy does, however, set out a number of measures designed to address anti-social and obstructive parking which would help to tackle any negative effects of such behaviour. The strategy seeks to balance efficient use of land with other considerations such as anti-social parking control.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	(iv) control of employee and other on-street parking/loading along main movement routes and		No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	(v) provisions for shared parking space arrangements between multiple premises and especially between separate planning units (including time-share with leisure/sport)	Supporting strategy option PP3.1 proposes shared parking space in commercial and mixed developments.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	(vi) provision for enforcement in industrial/commercial areas	Management of private car parks including enforcement will be covered by legally enforceable Travel Plans.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	What is the approach for mixed use? Less land if industry uses the same car park during the week as a football/rugby stadium/ uses at a weekend.	Supporting strategy option PP3.1 proposes shared parking space in mixed developments.	No change to strategy

Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PM2: Overall Sustainability Policy. PM2.2 - Do not agree with the policy of parking allocated on periphery car parks and to be rented/purchased This will not happen people like their cars where they can "see them". The periphery car parks will also become a crime magnet	The strategy seeks to encourage consideration of a range of innovative parking solutions not all of which will be appropriate in particular local conditions	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PM3: Management of Publicly Owned Car Parks Policy. PM3.3 - This will drive employees out of the town centre, it will be "un-affordable" on the low wage economy such as SSDC	The strategy seeks to maximise the efficient use of town centre parking provision with measures that are appropriate in particular local conditions. Many of the proposed changes to long-stay parking arrangements could make commuting cheaper rather than more expensive.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PM3: Management of Publicly Owned Car Parks Policy. PM3.8 Commercial vehicle park is a good idea as long as it is secure and crime proof or will become a crime magnet	Support noted	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	PM5 - The control/charging of private employment/commercial sites would be a step too far along the Big Brother route. To utilise them outside main usage time would be acceptable	The strategy considers that the equitable functioning of town centre economies requires privately owned public car parks to be managed in way that reflects the district council car park management policies.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	3.3.6 Parking Enforcement – the last paragraph on page 26 states: "Any surplus generated by penalty charges and on-street pay parking charges can be used for investment in transport related schemes.." The wording should be changed from "can" to "MUST"	Support noted. The existing wording allows for flexibility in individual circumstances.	No change to strategy

Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PM6: Parking Enforcement Policy. PM6.2 ANPR cameras will result in more intrusive surveillance of the public.	The strategy supports local decision-making to determine when benefits outweigh the disadvantages of a proposed solution.	No change to strategy
Brympton Parish Council	Parking charges	3.3.7 Parking Charges - it would be a retrograde step to make small town economy bear the loss of trade for parking charges unless the revenue was to be used to support the local business in subsidies.	The strategy seeks to discourage commuting by car while protecting the vitality of town centres. Local economic conditions are one factor that should be taken into account in determining local parking charges.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PM7: Parking Charges Policy. PM7 Re-charging "banks" are a wonderful idea but as this technology is out of the financial "reach" of most SCC residents this provision in any other than a minor provision would be too expensive an outlay.	The policy supports the future use of electric and other low-emission vehicles in line with national policy on the reduction of greenhouse gas emissions.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	With regard to payment by credit or debit card using a mobile phone, it should be noted that many people do not have mobile phones.	Mobile phones should not be the only means of paying charges. If carbon-metered parking is introduced some means of making it available to non-mobile phone owners will be needed.	Option PM7.3 needs to reflect need to make carbon-metered parking available for non-mobile phone owners
Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PM10: Reducing Anti-Social Parking Policy. Enforce through "education" rather than fining/ANPR as this gives a feeling of oppression.	Policy PM10 states that compliance will first be sought "through awareness raising and education measures".	No change to strategy
Brympton Parish Council	Chapter 7 - Design and layout	7.4.1 Residential parking. Would not be advisable to downgrade garages to car ports/spaces as many residents are forced to use the garage as essential storage that is not built into modern houses.	The purpose of the car port is to reduce anti-social on-street parking. As stated such proposals will be determined on an individual scheme level.	No change to strategy
Brympton Parish Council	Chapter 7 - Design and layout	7.4.2 reduction of parking bay sizes to restrict use to "small" cars. Will become under utilised and therefore wasteful usage.	Lengths of bays may be reduced from 4.8m to 4.0m for up to 10% of bays located perpendicular to the kerb (when	No change to strategy

Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PP1 – Countywide Parking Standards Policy. Support this Policy	there are over 50 bays in total). Evidence of the make-up of the national vehicle fleet suggests that it is unlikely that these bays will be underused. Support noted.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PP1 – Countywide Parking Standards Policy. PP1.1 - Countywide Parking Standards :Supporting Strategy Options. Support the introduction of this Option.	Support noted.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PP1 – Countywide Parking Standards Policy. Option PP1.2 could be open to various individual interpretations.	Where such tools have been used for similar applications, the calculator option normally provides a reasonably consistent output which would not be open to interpretation.	No change to strategy
Brympton Parish Council	Chapter 3 - Development of the parking strategy	Policy PP2 – Residential Parking Standards Policy. Support this Policy	Support noted.	No change to strategy
Brympton Parish Council	Chapter 4 - Zoning	Fully support the 'Zoning' proposals so that rural, urban and semi-urban locations are considered differently.	Support noted.	No change to strategy
Brympton Parish Council	Chapter 5 - Residential parking standards	5.2.3 Residential Car Parking. Support the comments in paragraphs 1 and 2 regarding parking problems on newer developments due to inadequate provision of parking.	Support noted.	No change to strategy
Brympton Parish Council	Chapter 5 - Residential parking standards	5.2.3 Residential Car Parking. Support the use of bedroom numbers as a better means of determining parking requirements.	Support noted.	No change to strategy

Misterton Parish Council	Chapter 3 - Development of the parking strategy	<p>Misterton Parish Council supports the Crewkerne Town Council submission to this consultation regarding station parking at Crewkerne Railway Station and the need for a solution to the problem of drivers parking all day along roads adjacent to the station instead of in the station car park. There is a need to investigate station parking charges in Somerset. There is a charge at Crewkerne Station but Pen Mill Station car park in Yeovil is free. Misterton Parish Council consider that it is the charge that is creating the problem as drivers choose to park for free along the village roads rather than pay the parking fee. In the Parish Councillors experience there are parking spaces available but the charges displace drivers to the roadside so causing congestion in the village. Misterton Parish Council feels that the parking congestion in the village adjacent to the station could be eased by: Free parking in the station car park; residents parking permits in roads adjacent to the station; or No Parking zones between 12noon-1pm in roads adjacent to the station.</p>	<p>It is difficult to compare different stations as they are all managed slightly differently due to the demand for rail. However other measures suggested (controlled parking zones in roads adjacent to Crewkerne station) may be achievable if safety issues have been identified (PM9).</p>	<p>Clarify the point about when RPZ's/CPZs could be implemented.</p>
Axbridge Town Council	General	<p>The Town Council recognise that the six core aims within the Sustainable Community Strategy for Somerset are similar to those in the Governments Local Plan Transport-3. The Somerset Strategic Partnership has embraced relevant authorities, agencies, public and private sectors to develop `parking and demand management` into a credible and comprehensive policy with sensible support strategy options. Members are pleased that this recognises the increased use of bicycles and motorcycles and has considered parking for these types of transport.</p>	<p>Support noted.</p>	<p>No change to strategy</p>

Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM1 Overall management policy. The Council support surveys and reviews of all parking needs and would expect to do this as part of its Town Design Statement / Neighbourhood plan	Support noted.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM2 Overall sustainability strategy. Members support increased cycle parking, but do not feel the rest is appropriate for zone C and would comment that rural electric car users would probably need public charging points available to make their use practical.	The strategy supports the provision of electric charging points in residential and non-residential developments.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM3 Management of publicly owned car parks. Members support short stay parking being near shopping and commercial centres and feel that increased charges would only be appropriate for main towns i.e. Taunton, Bridgwater. Members are concerned that rural residents do not have alternative forms of transport (few buses and distances too great for cycling) and would suffer from measures designed to encourage use of these means of transport. Many of the proposals seem a bit over the top for what is essentially a rural area.	The parking strategy aims to provide broad policy to cover a variety of locations in the county. Clearly the use of sustainable transport modes can only be encouraged where it exists or can be introduced.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM4 Management of public on street parking. Members felt that this needed to relate to local strategies for each town and would depend on its size. Car clubs may not be viable.	The parking strategy aims to provide broad policy to cover a variety of locations in the county. Policies are designed to be flexible in accordance with local conditions.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM5 Management of Private parking policy. Members support this policy with the exception of the section on Bridgwater (on which it is not qualified to comment on).	Support noted.	No change to strategy

Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM 6 Parking enforcement. The Council would welcome funding spent locally – maybe on reducing the speed limit of the Axbridge by-pass and including provision of crossing refuges. Members would like to actually see enough buses to need a bus lane and would like to know if illegal parking on pavements would include verges as they would like this enforced as well as pavements. Members support blue badge sweeps and are in favour of Civil Parking Enforcement and Automatic Number Plate Recognition technology.	Support noted. The parking strategy aims to provide broad policy to cover a variety of locations in the county. Policies are designed to be flexible in accordance with local conditions.	No change to strategy
Axbridge Town Council	Parking charges	PM 7 Parking charges. Members do not want parking charges in key settlements as they want to encourage tourists to visit the town and support its businesses and services. They would not support voluntary charges either. Members understand though that centres such as Cheddar may be better able to support charging and that increased car park charges could only be acceptable where good frequent public transport is available. Members do not feel that measures to encourage electric vehicles are practical in a rural area.	The strategy seeks to discourage commuting by car while protecting the vitality of town centres. Local economic conditions are one factor that should be taken into account in determining local parking charges.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM 8 Blue badge parking policy. Members would support this.	Support noted.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM 9 Resident friendly parking measures. Members do not feel this is applicable to Axbridge	Noted.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	PM 10 Reducing anti-social parking policy. Members would support this.	Support noted.	No change to strategy

Axbridge Town Council	Chapter 4 - Zoning	Parking standards. Members support the calculators and zoning as a high number of spaces are needed in rural areas where people rely on cars but are concerned about the non-residential standards as these are lower in zone C. However employees are certainly going to need to travel by car to work. Local jobs are often advertised as "car owner only due to location". Members would encourage provision of cycle and motor cycle parking especially linked to strategies to make mopeds/ motor cycles more available to young adults.	Maximum car parking standards for non-residential development in Zone C are higher than in Zone B where they are higher than in Zone A . SCC recently withdrew its support of the Moped Loan Scheme.	No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	Members would support provision of charging points for electric cars / mobility scooters, but feel this should also be in public places (with a pay meter). Preferential parking for blue badge holders (but not car shared and electric vehicles) would be supported.	Noted. The parking strategy does not support the public provision of electric charging points but does seek to encourage car sharing and the use of electric vehicles through preferential parking spaces. Support and comment noted.	Strategy should include the provision of electric charging points in public places.
Axbridge Town Council	Chapter 3 - Development of the parking strategy	Members support the tourism and visitor parking policy. There may not be many towns, however, where a park and go scheme would be viable.		No change to strategy
Axbridge Town Council	Chapter 3 - Development of the parking strategy	Members are not sure how travel plans will increase demand for trains locally or how parking could be increased.	To clarify its meaning, policy PP6.1 should read " Provide extra car parking at stations through Travel Plans to accommodate new demand from development."	Amend policy option PP6.1

Axbridge Town Council	Chapter 7 - Design and layout	The Town Council also supports the comments made by Sedgemoor District Council that garages on new developments are made an adequate size to accommodate modern cars	Design standards in the strategy specify a minimum size of 6m x 3m for a garage. Developers are free to build larger garages if they wish. At present it is unclear whether garages count in terms of providing sufficient spaces to meet standards and this needs to be made explicit .	Clarify whether garages are included in parking standards.
Axbridge Town Council	Chapter 5 - Residential parking standards	The Town Council also supports the comments made by Sedgemoor District Council that the residential parking standards specified in the draft are used for all but the most exceptionally constrained developments	The county council will consider proposals for provision above or below the standard that are supported by evidence.	No change to strategy
Axbridge Town Council	Chapter 5 - Residential parking standards	The Town Council also supports the comments made by Sedgemoor District Council that the residential parking standards are rounded up to the nearest whole figure for single developments.	This is the usual practice.	No change to strategy
Friends of Crewkerne Station	Chapter 2 - Policy context	Paragraph 2.3.3 of the parking strategy mentions the sustainable communities strategy where A 'Green' County will.....support, encourage and promote a wider range of transport options so that more people are able to use their cars less'. We aim to improve the travel experience of passengers so that more people will use the railway instead of their car. Means of transport to, and car parking at, the station must be considered.	The parking strategy supports the provision of parking for all modes of transport at railway stations in order to support rail travel.	No change to strategy
Friends of Crewkerne Station	Chapter 2 - Policy context	Paragraph 2.3.5. We believe that the Local Development Framework could be used more effectively to provide car parking for the station within new developments either close by the station or within the towns or villages with appropriate transport solutions to the station. The recent permission for housing development on land alongside the station which could have been used for parking should not have been permitted within the current LDF	Planning decisions are beyond the scope of the parking strategy.	No change to strategy

Friends of Crewkerne Station	Chapter 3 - Development of the parking strategy	Policy PM2 states that the SCC will work with partners to achieve its objectives of sustainable development. SCC should work with South West Trains who provide the car parking at Crewkerne Station in order to achieve more and cheaper parking. The present lack of suitable parking leads to passengers using roads around the station and will almost certainly impinge on the nearby new housing when it comes on line.	The parking strategy supports the provision of adequate car parking at stations and measures such as controlled parking zones to resolve conflicts between residents and rail users.	Add commitment to working with rail ops to secure parking to 3.4.6.
Friends of Crewkerne Station	Chapter 3 - Development of the parking strategy	Policy PP6.1 states that extra car parking at stations should be provided in line with travel plans for new development. We suggest that there should be a transport interchange with a regular bus or taxibus service and associated carparking within the planned development on the south side of the town (CLR). This will help to accommodate travellers from the surrounding villages as well as Crewkerne residents.	Extra demand for rail travel created by the development will mean that more car parking spaces are required at the station and this should be set out at the planning application stage in a Transport Assessment and Travel Plan. The strategy also supports transport interchange at stations. Facilities connected with specific developments should be sought through the planning process.	No change to strategy
Friends of Crewkerne Station	General	There is a bus service from Crewkerne to the station but it does not line up with the train timetable and is not frequent enough to make it a desirable alternative to driving by car. We would like to see a more regular, more frequent, and later, bus or taxibus service. This would encourage people to use the train to visit towns for shopping and business like Yeovil, Sherborne, Salisbury and Axminster. A better bus link from Yeovil Junction to the town centre would encourage more users again. We suggest an integrated bus/rail/taxi service.	Bus services are beyond the scope of the parking strategy.	No change to strategy

Parking charges related responses:

We received a significant number of responses to the consultation that were concerned primarily with the introduction of parking charges in market towns, particularly Castle Cary. **Somerset County Council has no plans to introduce on-street car parking charges in Castle Cary, or any other town, at this time.** As these responses do not relate directly to proposals made by the strategy, they have been considered separately here to allow us to provide a full response to them without detracting from the more direct comments discussed above.

Somerset County Council has applied to the Department for Transport for civil parking enforcement (CPE) powers across the County. These powers would allow us to introduce on-street charges and controlled parking zones, and impose and collect penalties in the way that traffic wardens did on behalf of Avon and Somerset Police in the past. We expect a decision from the Department for Transport sometime in April. **If our application for CPE powers is successful, we would only introduce new parking conditions where local residents and businesses tell us there is a need for them.**

(As many of these responses raise similar issues, we have aimed to provide a single response to them here. As such, the table below does not contain individual responses to each comment.)

Respondent ¹	Date	Comment
Member of public	23 November 2011	Please note it is vital for the prosperity of our market towns that parking charges are not introduced. In my part of Somerset this means the towns of Wincanton, Castle Cary and Bruton. Our small town centres are struggling, parking charges in these small towns would be disastrous.
Member of public	08 December 2011	If parking fees were introduced to Castle Cary I would stop visiting and shopping there , it is one of the attractions. With regard to Frome I feel car parking fees for the first hour should be reduced , sometimes you only want to stop for 10-15 minutes. Local people can walk in but for those of us in outlying villages

¹ Due to the nature of the analysis of these responses, respondents were only subdivided between organisations and individuals. Therefore, the group of responses attributed as being from 'Members of the Public' also contain a number from individuals such as Councillors. This is a presentational issue only and does not affect the analyses undertaken.

we have to go in and the parking fees quite frankly deter me from using the shops in Frome.

Wincanton
Town Council
19
December
2011

Re. Parking charges in Somerset I would like to make the following comments and ask the following questions re the above:- 1. What is the cost of installation running costs and what would be the revenue that you would expect to collect? 2. Have you thought of the effect impact on small private shops and independent retailers in the town? Wincanton has only one national company in the town centre - Boots the Chemist: all others are small retailers. 3'. How would you expect small houses/flats in the town centre who have no garages to cope? These premises were built/let with owners/tenants believing that they could park in car parks without incurring charges. 4. I live in Common Road which could be considered a side road. The problem of off-main-street parking would become intolerable to residents in all side roads near to the High Street. 5. Our High Street would die. I refer you to the recent comments of Mary Portas - how do you expect High Streets to survive this type of onslaught? Many businesses are hanging on by a thread now; the words 'camel' and 'back' spring to mind. 6. We have a super, special and individual community here and we would like to retain it. It is a market town of value and you need to think very carefully indeed before you place this burden upon us.

Castle Cary
Town Council
21
December
2011

My Council is strongly opposed to any introduction of any car parking charges in Castle Cary, South Somerset. I shall be grateful if you will take the views of the Town Council into account when considering the policy to be adopted in the case of smaller towns like Castle Cary - as the imposition of car parking charges is not felt to be appropriate and would be very harmful to local businesses and the economic viability of the town. I attach a copy of my letter to the Leader of the County Council which sets out the views of the Town Council in more detail. It would be helpful if - after the consultation period ends on 20 January - you write and confirm that there will be no implementation of on-street car parking charges in Castle Cary. DM503894 - as a retailer and resident of Castle Cary. I live, with my family, above our shop in the High Street. We own no off-street parking for either the Flat or the Shop but we are luckier than some, currently, because we rent a Garage locally for one car and our neighbours have kindly let us park one vehicle on their land, until further notice. We established our shop in 1999 and over the intervening 12 years have built up a successful and popular business which employs 1 full time and 3 part time employees and we use the services of a local cleaner. We also refer work onto a self employed joiner, an upholsterer and a carpet fitter, which is not insignificant for the local economy. All our employees and associates live within a 5 mile radius of the Town and need to drive in. Public transport is not frequent enough or close enough to where they live and in the case of the youngest staff member, I would not want her, on dark winter nights, travelling alone.

Member of public	23 December 2012	<p>I write in a personal capacity as a resident of Wincanton, but also as a Town Councillor, in response to your request for comments on the document circulated on 28th October. My comments are set out below. Any introduction of charges would be a major blow to High Street traders and if there were any financial gain to the County Council, which is doubtful, it would be at enormous cost to the business community. Is there any evidence that the cost of providing parking charges would actually be met by the revenue generated? Any introduction of charges would be a major blow to High Street traders and if there were any financial gain to the County Council, which is doubtful, it would be at enormous cost to the business community. Is there any evidence that the cost of providing parking charges would actually be met by the revenue generated? Wincanton High Street is in a Conservation Area and parking meters would certainly not enhance the street scene. PM7.2 I note that you are considering both public and private car parks. There is no doubt that charging for the car parks adjacent to the High Street would be a major setback for shops in the central area. The out of town supermarkets offer good and free parking and would have an enormous advantage if this balance was changed. It would also seem likely that any introduction of charging would probably cost more than the revenue generated. Furthermore it would increase parking in local residential roads thus increasing traffic problems. PM 7.3 Sounds a highly complex proposal for which the cost would far outweigh any real benefits and would achieve very little, if any, in encouraging the use of low emission vehicles. Overall, any introduction of charging would be highly counter productive and would cause very serious harm to the already struggling trading conditions in Wincanton town centre</p>
Member of public	24 December 2011	<p>Further to my brief phone conversation this morning with Ryan, one of the organisations which has responded to the consultation on the Car Parking Strategy is Care4Cary. It is their view that "the strategy document is fundamentally flawed in laying the foundation for more parking charges in Somerset's market towns. In many market towns, parking charges will cause far more damage than parking controls cure." I go along with these views and suggest that a new paragraph be included in the strategy document which clearly states that : "There is a presumption against the introduction of or increase in parking charges in market towns. There can be an exception where charging is requested by a town or parish council as a proportionate response to heavy and persistent local parking pressures. However, charges should only be introduced if, on balance, they improve, rather than erode, a particular town's economic and social fabric. Local people are best placed to make this judgement." I would appreciate your comments.</p>
Member of public	6 January	<p>Thank you for inviting the Town Council to comment on the above draft strategy. The Town Council considered the matter earlier this week. During the discussion, reference was made to the importance of</p>

	2012	ensuring that the adopted parking strategy achieved an acceptable balance between the need for town centres to provide adequate parking facilities for visiting shoppers and effective parking controls
Member of public	10 January 2012	I am writing to express my extreme concern at your proposal to introduce parking charges in Castle Cary. Such a move would endanger the survival of Castle Cary as a local shopping centre, since many shoppers would transfer their custom to Tesco (Shepton Mallet) or Morrisons (Wincanton) where parking is free. I understand that you have based your proposals on a 10-year-old report that, using large cities like Birmingham and Sheffield as examples, concludes that parking charges have no impact on High Street trading. You ignore more recent evidence that shows that local independent businesses, which form the great majority of shops in small towns like Castle Cary, are highly vulnerable to the introduction of parking charges. Castle Cary could easily become a 'ghost town' if you persist in implementing this ill-informed and damaging proposal.
Member of public	10 January 2012	I am writing in connection with the proposed introduction of parking charges in Castle Cary. As a local resident – I live in South Street - and owner of a Cary based business I would ask for a reconsideration on two grounds. 1. Parking charges, if enforced, will certainly reduce the level of parking and shopping on the high street which will surely reduce the takings of shops in Cary. Given the turnover of shop-fronts, one has to assume that many are already running at survival levels. It seems counterproductive (some might say short sighted) to introduce parking charges and as a result put businesses and local employment at risk. 2. From the standpoint of a resident on South Street, all the introduction of charges will achieve is to push cars that seek to park for free further away from the centre. That would include along South Street which is already fairly fully parked and which, since the construction of the pet food factory has increasingly become a main thoroughfare. So parking charges will reduce business activity, reduce employment and increase congestion.
Member of public	11 January 2012	I have read the strategy document and feel that I must comment. I live in Castle Cary, where, at present we have free parking. It is a small market town and we rely on people supporting our shops as well as the supermarkets in the surrounding area. If the proposal to charge in the two Castle Cary parks is implemented it would be very detrimental to the town. To avoid the charges more people would be encouraged to park on the street, thereby making it more difficult for the quick shoppers who would just carry on through and go elsewhere. I can't believe it would be of great financial advantage, as more than one of our shops would probably close thereby eliminating two lots of business rates. I should be most grateful if you would furnish me with the following information. 1. When was the research carried out to ascertain the approx volume of parking in the two car parks over the course of twelve months? 2.

		What was the outcome of this research? 3. What are the set up costs and the annual maintenance costs of administering the charges 4. Based on 2 and 3, what do you expect the net gain to be?
Member of public	11 January 2012	Please do not impose parking charges & restrictions in Cary. One of the joys of shopping there is the ease of parking & we all park politely! I can pop in for a coffee & shop locally with one less worry when I have my young children with me. Otherwise you will drive people like me into the supermarkets where parking is free with no traffic wardens, however with joyless shopping! Please don't spoil such a lovely town & ruin the shoppers lives &, in turn, the small shops. We love Castle Cary! No parking charges please!
Member of public	11 January 2012	Cary is our local town and the free parking an village atmosphere makes it vibrant and successful. Pay parking would change it and ruin yet another small town.
Member of public	11 January 2012	As the owner of a small business in Castle Cary I find it incomprehensible that parking charges are to be introduced in the town. With many businesses struggling to survive in the current economic climate - this is another nail in the coffin for many of them. If these businesses decide to close, not only will business rates revenue be lost, those made jobless by the closures may be forced to join the 'job-seekers' queue, thereby adding to the ever-increasing hand-out in benefits. Surely this decision must be reconsidered
Member of public	12 January 2012	Frome town councils external affairs committee considered the draft report at the committee meeting on 4th January 2012 and makes the following comments in response to the consultation. Frome town council notes the draft strategy document and the inconsistency in the allocation of Frome to zone B. Frome town council thinks that all policy should take into account all conditions and the wider strategic policy. Frome town council also notes that Mendip district council has agreed to participate in Civil Parking Enforcement. Frome town council wishes to be involved in all consultations and consideration over parking policy in Frome and the implementation of Civil Parking Enforcement in Frome.
Member of public	12 January 2012	I am alarmed about proposed parking charges in this small rural town. Whilst as a retired District Council employee I do understand the severe lack of finance available to the County Council, I strongly believe the survival of unique rural towns, like Castle Cary is very important. please look again at your information and check it relates fully to this area, I don't believe it does. empty shops and unemployed people will cost the whole country a lot more, it's just being taken from a different pot!
Member of public	14 January 2012	I have grave concerns about the proposal to charge for the car parks and on street parking in Castle Cary. The town is a thriving place and the shops and businesses exist because local people come into the town to shop. If car parking charges are imposed people will abandon the town, shops will close

Member of
public

15
January
2012

down and Castle Cary will become yet another ghost town. This is totally stupid and the council need to reconsider the proposal. Also tourists will be discouraged from coming into the town, which is promoted as one of South Somerset's jewels in the crown.

We are well supported by the residents of Castle Cary and Ansford but also by the surrounding Villages, Farmers and other nearby Towns. We try to 'give something back' by involving ourselves within the community; selling tickets for various clubs and social groups; helping with raffle prizes and local sponsorships. We enjoy a place in the heart of this vibrant and 'positive' community. Having read your consultation document regarding parking charges and your drive to reduce traffic and car use throughout Somerset, I am seriously alarmed and implore you to reconsider this potentially devastating policy. The research on which you base your dismissal of retailer's concerns, (the DTLR document), is seriously flawed and over a decade out of date! How any research based on locations that long ago...pre-banking crisis and pre double-dip recession can be suggested as relevant today is beyond me. Furthermore, data collected from Edinburgh, Birmingham, Ipswich, etc, (all Major Cities), is totally irrelevant to the buying behaviour and traffic needs of Small Rural Towns. Here we have no choice but to live with the car and my data would suggest there is a strong correlation between traffic and retail success in this rural town. It is also alarming that within that report, every negative piece of data for retailers is dismissed with such spurious excuses as 'The Weather', 'The World Cup' and even 'Foot and Mouth'. This is nonsensical and has never been our experience in this Country Town where shoppers wrap up against the weather, the wives take the chance to shop when sport is on the box and whilst it was devastating for our farmers and our hearts went out to them, Foot and Mouth sent many more people, who had to stay off the fields, into our Town. That was, ironically one of our busiest Summers! The report puts a lot of weight on data from Boots the Chemist !! Really, can you not see how irrelevant that data would be? If people are sick of course they will still make it into Boots to get their medicines, this is so biased it's shocking! There is no doubt that lower footfall means lower sales. We convert on average, 6 out of every 10 people who enter our store into an average sale of £52.00 so for example, if we saw 30 people one day, on average we could expect sales of £936.00. If we experienced a sustained 20% drop in this we would be losing on average, £187.20 per day! Or £58,406.40 less sales in the first year after implementation. Add to this the increased overhead of having to compensate my staff for their parking costs and we lose another £2000.00 a year, based on 30p an hour, (assuming we can still keep our garage and our neighbours don't sell up.) So from a very personal point of view, your proposals would cost us £60,000 plus! p.a. in reduced turnover and increased overheads due to staff parking fees. You and I both know this is not survivable - not by us and not by most other businesses in our town. We love our work and are willing to

both work 72 hours a week to make it a success, but it has to be allowed to make some profit or why would anybody do it? Your flawed research, your thinking and your transport policy will make this successful business unviable virtually overnight!, so please think again. Without blowing our own trumpet too much, I think the loss of our shop to this town would be 'Profound' and because it is believed to be long established and 'safe', it would have a much greater impact than simply you losing our business rates for a while. Finally it concerns me greatly that your research dismisses the initial loss of retail outlets as seemingly irrelevant; it talks of 'Changeover' between one shop keeper to another as if the only consideration is that you are without rates from that shop for as short a time as possible. It's 'tone' is along the lines of, 'so what if we lose a few shops? Others will come in their place'. No regard or emphasis is given to the life of those retailers you push 'over the edge' by your actions; or the effect on their families. How cynical to fill a report with dismissive comments towards retailers and to lead your Councillors to pay scant regard to our concerns. I thought you were meant to be working for us? We have put our heart and soul into this shop, we have contributed greatly to this community and the wider local economy, we have steered our path through 12 years of difficult economic times and are currently still here providing employment and delighting our customers with all the best values that traditional family businesses can offer...please, please...let us continue to do so and to grow and to do more and more for this very worthy, deserving community.

Member of public	16 January 2012	Having read through your document on the parking charges to be implemented within Castle Cary I write to express my disgust this is detrimental to the market town and us as users and of the car parks and members of the community. I vote against this being put in place.
Member of public	16 January 2012	It is a pleasure to shop in Castle Cary as one can park close to the shops and there are no parking charges. So, I say NO to the introduction of car parking charges.
Member of public	16 January 2012	I sincerely believe that if plans to charge for parking in Castle Cary go ahead it will dramatically affect the thriving high street. Shops will be forced to close down, cafes and restaurants will sit empty and much needed visitors and tourists will drive on. Not to mention life for the local residence changing forever because of isolation and job loses. When all of this has been widely reported in the national press, it is obvious that these plans must be stopped in their tracks.
Member of public	16 January 2012	This is the most insane idea the charges will destroy our local shopping And Castle Cary will end up like so many small high streets with only charity shops or empty buildings The government own adviser Portas said as much this must not happen in CC

Member of public	16 January 2012	I consider myself a typical resident of this town, being elderly. I know from experience that when I find difficulty parking in town, I trawl around a few times and if I still cannot find parking space I then drive to a supermarket 6 miles away. Multiply the number of people doing this and the town is bound to wither and die. That is simple common sense, I believe that, should charging come, those lucky enough to find (and afford) a space will linger longer knowing that once forfeited their chance has gone. Again - fewer people shopping locally. I believe (a) that the present system is as good as the conditions available allow. And (b) that it should be the local townspeople, who know better than anyone from outside the catchment area what is best for Castle Cary, who should decide such an important issue
Member of public	16 January 2012	I am opposed to introducing Parking charges in Castle Cary. For 2 reasons. 1) They would deter many people from shopping in C.C. It is already tempting for shoppers to drive to the free parking out of town supermarkets. 2) The more restrictions there are on visitors, locals and business people coming into C.C. the quicker the town will die.
Member of public	16 January 2012	I think that making charges in Castle Cary car parks will destroy the town high street shops by causing shoppers to go to out of town retail units which have free parking. Nearly all the high street shops are having great difficulty making a profit in these times.
Member of public	16 January 2012	I have read with horror the various reports about the proposal to start car parking charges in Castle Cary. I am violently opposed to the introduction of such charges as it will mean the end of shopping in the town as we know it. I appreciate that other towns have the "benefit" of out-of-town superstores which attract shoppers with the lure of free parking, but this is not the case in Castle Cary where we are blissfully free from out-of-town retail facilities. This means that the town traders have been allowed to continue, creating the local high street ambience which is tragically missing from many towns. Creating car park charges will effectively be putting an extra tax burden on those people who live in and around Castle Cary with little or no benefit other than employing someone to patrol the car park to punish those people who have not paid for their ticket. Why do you not employ someone to support the town and not someone to kill it! Car park charges will inevitably force people away to out-of town facilities in neighbouring Wincanton or Shepton Mallet. What good is that going to do to Castle Cary? In short, why do you not consider how you can improve the rural towns which are such a superb feature of our lovely county rather than attempt to kill them.
Member of public	16 January 2012	I am very disturbed to hear you are proposing to levy parking charges in Castle Cary. I live 3 miles from there, so generally it is necessary to drive. I try to support these local shops so, if I need something, Cary is where I go for it. However, the scope and range of shops in Cary does not allow me to do 'a

monthly shop', so usually I go there to the hairdressers, or the library, or get a bank statement, or lunch at the George, or a flit around the dress shops, or for a loaf of bread/pint of milk or to the Post Office, sometimes to collect something the Post man could not leave. Whilst there I may have a coffee and browse the shops which usually ends in some purchases. Although I have to use petrol to go into Cary this seems acceptable to pick up something I may need for a recipe. Like every-one else though, things are getting tight, and I have to make choices and use journeys to maximum effect. If I have to pay for parking at Cary, when I only plan to be there for maybe less than 30mins, and the option of what I can achieve there is far less than the option of making one trip somewhere else where I can maximise the Post, Library, monthly/weekly shop then I am going to have to choose not to go into Cary. community. Not only does this mean that the traders in Cary, who are probably not making a fortune, are going to suffer and go out of business but the fabric of our rural area will also suffer in as much as the people from the satellite villages around Cary often meet each other in Cary. That is, you can go down Cary High Street and see some-one from 3 villages away, that you may have seen in a village Church but you now have the opportunity to acknowledge them and to get into conversation with them. I realise that you have hard decisions to make and I don't envy you, but the views of the local community, all of which appear not to want parking charges in Cary should be paramount and after all we do elect you to carry out the wishes of the people you represent. Please do not do proceed with this one more nail in the coffin for life in our rural

Member of
public 16
January
2012

I am writing to affirm my support for the Free Cary Campaign opposing the possible introduction of parking charges and restrictions in the centre of Castle Cary. As a professional of 25 years standing in Castle Cary many of my clients in surrounding villages highly value the opportunity to be able to park outside the shops in this still diverse and active centre. Its future and the rateable return to the Council will be jeopardised by any tinkering with the status quo. Successful town centres are few and far between and this one is often quoted as the jewel in the crown of South Somerset. Please seek an alternative strategy before putting another nail in the coffin of individual small market towns, once the life blood of rural England

Member of
public 16
January
2012

I've been following with great interest the recent developments in the debate over whether to charge people for parking in the public car parks in Castle Cary. I live nearby, and this would be one of the three local towns in which I regularly shop. I'm not somebody who makes the trek to the larger shopping centres such as Yeovil, Sherborne et al. The economics of travelling distance to shop our at best marginal. Furthermore, the supply and service that I find available in these smaller towns is perfectly adequate for my needs. Like many other people, the amount of purchasing that I do online, and that

includes some food from the Somerset food links co-operative business, both fills the gaps and also avoids the need for excessive travel. I would like to represent the view that any charges on parking in the small towns is totally counter-productive. I observe how many shops are finding it difficult to stay in business, and I notice the general difficulty of maintaining coommerce in these communities and for the communities. I'm perfectly well aware that they are being charged what to me seems a small fortune for such things as business rates, and that these charges in themselves are keeping many of them on a knife edge. Any further financial impediment to people shopping in the local towns, through such as these proposed for car parking, will simply add to the burden that small businesses are currently carrying. They need every single bit of custom they can generate. If they're not there, the business rates will not be paid, and whatever you will have gained through parking charges will seem like a very pyrrhic victory. To me, this seems like one of the most self-defeating scheme that I've read of recently. Please, let's have some common sense, and quit this idea. Not least, the net revenue after you've employed people to change and install signs, provide parking wardens, etc, is surely minimal, and must be very difficult to justify. For these people and those costs to then be a further screw in the back for the local businesses and the town centres would seem even more bizarre.

Member of
public 16
January
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I find it hard to believe that charging shoppers to park will do anything other than sound the death Knoll for the business community in Cary. If people have to pay they will simply drive to Morrison's in Wincanton and park for free, and get everything they need there. Cary thrives on the fact that high quality goods can be purchased in small local independent shops .You can park, nip to the bank,or newsagent and buy DAILY purchases and local produce. . Tourists can drive through , park and wander around the gift shops, people can use the hairdressers, accupuncturists and estate agents without having to watch the clock. If the free parking dissapears then the businesses will follow, that is a fact demonstrated in many high streets across the country. The shop owners in Cary already have to compete with the big out of town supermarkets , The effect will be far reaching and catastrophic at least if people are able to park for free they stand a chance, take that away and you will see a rapid decline into yet another ghost town high st.

Member of
public 16
January
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you will no doubt receive many emails which repeat verbatim the campaign's case against your proposal, or attempt some such paraphrase. I don't have time to repeat them in either incarnation. The arguments are cogent; your evidence base is not, and your desire to create a homogenous policy for all towns irrespective of their heterogeneous local circumstances is most inadvisable. Please add me to the list of opponents and be clear that by virtue of my position as a leading social science academic I have thought very seriously about the proposal and its deep flaws. Surely enough damage has been done to Castle

		<p>Cary by recent planning decisions in face of local opposition? Surely there is enough evidence of the dangers to small towns that wise counsel would be to abandon this proposal even before you begin to factor in the strength of local feeling and the further damage you risk to local democracy.</p>
Member of public	16 January 2012	<p>I am writing to express my concerns over the proposal to impose parking charges in Castle Cary. Castle Cary is a busy, vibrant town where local people and those from outlying hamlets like to shop. Although small, Castle Cary provides almost everything one needs without having to travel further afield. And at present the on street parking and the car parks are free. Every shop in the town is occupied and the two charity shops are the ones that have been here for years. When a shop falls empty it is immediately taken by someone else. In the present climate this cannot be said of many other places. So what is likely to happen if parking charges are introduced? * People will stop shopping in Castle Cary and will go instead to the out of town shops where parking is free. * The shop keepers will struggle to make a living because there will be fewer customers and they will also have to compensate their staff for parking charges. Some will go under. * Shops will become empty and the council will not get revenue from empty shops. * Castle Cary will become like so many other towns sad and run down. * There will be problems with parking at the school. Parents are encouraged to park in the car park when dropping off and picking up their children. They will not do so if they have to pay. And so the road outside will become congested and dangerous and a hazard for young children. * Roads nearby will become clogged with cars trying to avoid the charges. Mary Portas in her recent report stressed the importance of having free parking in town centres so that people are encouraged to shop thus stemming the dreadful decline that is happening in many places. South Somerset listric Council seems to be totally blinkered. Will it really generate revenue? By the time parking meters have been installed and staff have been appointed to "police" the parking will</p>
Member of public	16 January 2012	<p>We are totally against paying for parking in Castle Cary, and would like to register our views against it please</p>
Member of public	16 January 2012	<p>Please may I register as strongly objecting to parking charges in Castle Cary. Local businesses need all the help that they can get from nearby residents and the introduction of parking charges will simply drive more people off the high street and into the shopping malls, making delightful small Market towns like Castle Cary into deserted wastelands instead of thriving local high streets. Please listen to the locals!</p>

Member of public	17 January 2012	<p>With regards to the plans to start charging for car parking in our town and as a mother with children at Castle Cary school, I'm keen to find out how you are going to ensure the safety of a few hundred children getting to and from school each day. Rather than pay to park, most parents who currently park in the car park have told me they will now park alongside the school, the church and around the corner into South Street. As I witnessed yesterday when there was a busy funeral service at the church, cars were parked on both sides of the road and around the corner, leaving a single lane of traffic approaching a blind bend. As a result, it was impossible to drive safely in this area and there was total mayhem on the roads. Crowds of children were coming out of school while cars were having to reverse and turn around in the road. In just a few minutes I saw children being narrowly missed by reversing cars on several occasions. If the parking charges are brought in, and a child is injured near this school as a result of the traffic chaos that will ensue, then the decision makers should be held accountable. If this government is promoting the idea of power being put back into local hands, then this is the perfect time to start implementing it. I urge you to genuinely support localism by listening to local people, who live their lives locally and who know how your changes will affect how they shop, park and engage with the community. We are saying "We do not want parking charges", you are going to ruin our vibrant community, our economy and put our childrens safety at risk. Please listen to us.</p>
Member of public	17 January 2012	<p>I am sad that you have this in mind because Castle Cary is a busy small town that has a lively atmosphere and if you install car parking charges for parking in the town you will start the dreaded 'kill off' of the town. So PLEASE no</p>
Member of public	17 January 2012	<p>This is to protest most strongly about the proposed plans to impose parking charges in Castle Cary. It will have a negative effect on what is a vibrant town centre, seems to be based on flawed economics and in more general terms the district council's policies should be to protect market towns like Cary by ensuring appropriate weight is given to the views of local people. Parking charges should only introduced to improve a particular town's economic and social fabric and if sought by locals who are best placed to make this judgement.</p>

Member of public	17 January 2012	To introduce parking charges in small towns in Somerset is madness. These towns need all the shoppers / visitors they can get and introducing parking charges will only deter customers. It's incredibly short sighted to introduce any punitive measures that might deter business to local towns. Businesses closing down will only add to the unemployment figures and reduce tax contribution. Signed as a local trader in Bruton
Member of public	17 January 2012	I write as a resident of Castle Cary to ask you NOT to impose street parking charges for the town. Castle Cary is unique in not having a supermarket and so the excellent local shops thrive, providing a good and varied retail service to the residents of the town and those who choose to come in from outlying villages to benefit from what Castle Cary has to offer. Street parking will drive away all those who cannot walk in to the town. They will go to places that offer free parking - largely in the business parks of neighbouring towns. Loss of this trade will seriously affect the businesses in the town. This will affect the diversity of what is on offer and seriously diminish what the town can offer not only to its residents but to all those who at present enjoy the experience of the town's amenities. Do you really want to make a ghost town here? Most of the street parking is of a very temporary nature. People call in, shop for what they want and leave. Very few cars stay for any length of time and there appears to be much give and take. Has the County Council conducted a scientific survey of the present nature of street parking in Castle Cary? CCTV footage would indicate the average time people park in the street, and interviews would illicit information about people's usage of street parking. Please, in these times of severe pressure on all businesses, reconsider this scheme to charge for street parking in Castle Cary.
Member of public	17 January 2012	As a resident and business owner in Castle Cary I write to express my total opposition to the current proposal to impose car parking charges in our town. In a town which has an excellent range of local shops, which we wish to encourage to remain and flourish, particularly in these difficult times, it seems ludicrous to make them less accessible in this way. It will undoubtedly discourage people from using our shops in preference to the supermarkets where they can park for free. I note that during the pre-Christmas period many towns in the region waived parking charges on some days- presumably reasoning that this would encourage shopping and benefit the local businesses. It therefore seems illogical for the authorities to now argue that the imposition of parking charges will not adversely affect the local businesses. Further why are councils ignoring the Portas report which makes a strong case for free parking? I note that many of the proposals in the consultation document are based on research carried out several years ago and mainly large towns and cities. Quite apart from the changes that will have occurred in the period since I fail to see how this data is pertinent to small country towns such as

Cary. I cite particularly Oxford with which I am very familiar having lived there for many years. This is a large city, the population being well over 100,000 people, with two universities and substantial industrial and business development. The traffic issues are dealt with by a combination of high parking charges and no less than five Park and Ride sites, not to mention an extensive network of frequent local buses. The situation there cannot be compared in anyway with towns such as Castle Cary,

Member of public	17 January 2012	I fully support the views spelt out in the Care4Cary consultation response and consider the introduction of car parking charges for Castle Cary will cause economic and social disaster for the town. It will discourage shoppers and visitors who heretofore enjoy the free car parking policy and will ultimately put shops and other traders out of business leaving us with a ghost town. Greater attention should be paid to the Portas report and recommendations and to the Government policy of encouraging and supporting small businesses and promoting consumer spending. Accordingly, I believe the proposals contained in the Parking Strategy in relation to car parking charges for Castle Cary should not be followed, adopted or implemented
Member of public	17 January 2012	would like to make it known that I feel that Castle Cary would loose the fabric of it being a market town if parking charges were implemented. It has terrific through traffic with people being able to pop in and out of shops and parking charges would erode this flexibility and thus people would travel elsewhere. I certainly would as I use it like a convenience store and could easily go to my out of town Budgens where there is no parking fees.
Member of public	17 January 2012	<p>I wish to make clear my opposition to any scheme that introduces charges for parking in Castle Cary.</p> <p>First of all it seems to be quite unjust that out of town shopping centres, such as Tesco in Yeovil or Shepton Mallet can offer free parking, as is clear in Shepton Mallet, this has had an enormous impact on the small retailers, causing some to close and quite devastated the town centre. This further indicates that the risks to businesses in our High Street are very great and would probably account for the closure of at least four premises almost immediately. The Portas review is a good indication of where the future could be in our High Streets. The Portas review mentions the importance of localism, the special requirements of market towns and the importance of social and community development. From my own point of view, with my wife and myself now aged 75, when we retired we returned to Somerset, the place of my childhood, and chose Castle Cary because we would not need to use a car and could use all the shops and services within easy walking distance. If these places have to close because trade is so adversely affected then we shall be forced to take the car to some Supermarket to do our shopping. Where is the sense in that, especially since it may not be long before we have to give up driving and the</p>

bus service through Cary is appalling ? The economics of this scheme does not seem to add up, there can be very very little financial benefit to the Council if this goes forward. It seems these policies override legitimate local views and would undermine our town in a way which might well be irreversible.

Care4Cary

17
January
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Care4Cary believes the strategy document is fundamentally flawed in laying the foundation for more parking charges in Somerset's market towns. In many market towns, parking charges will cause far more damage than parking controls cure. Instead, the County's policy should clearly state there is a presumption against the introduction of or increase in parking charges in market towns. We accept there should be an exception where charging is requested by a town or parish council as a proportionate response to heavy and persistent local parking pressures. But charges should only be introduced if, on balance, they improve, rather than erode, a particular town's economic and social fabric. Local people are best placed to make this judgement. Care4Cary is a voluntary group set up to coordinate the voice of people in the Castle Cary area concerned at proposals which are likely to damage the area. 1 Key flaws in the strategy document (a) The strategy document ignores the massive impact of free parking in out-of-town-centre retail developments (including supermarkets). (b) It does not give enough weight to the risks posed by new parking charges to businesses in market town high streets. Out-of-date research of dubious relevance is cited to create the impression the risks are slight. The impact of the internet and the recession are also ignored. This approach needs to be re-thought taking into account the Portas Review[1]. (c) The document mentions the importance of meeting local objectives, the special requirements of market towns and the importance of social and community impacts. But, in practice, these factors seem to be ignored in weighting and conclusions. Local views should not be outweighed by an "assessment tool". In short, the favoured and high-scoring policies do not meet the Council's stated objectives; they risk entrenching out-of-date mistakes; they override legitimate local views and they will undermine our market towns in ways which may well be irreversible. A more detailed review of the strategy document, insofar as it relates to parking charges in market towns such as Castle Cary, is set out below. 2 Out-of-town competition (a) The strategy document contains the implicit assumption that the main competition for one town centre is another town centre and that parity in parking charges in all town centres will therefore eliminate the problem of reduced business. This isn't true. Shoppers have other choices and the main competition for one high street is not other high streets but the new shopping areas providing convenient free parking. These include supermarkets (which now devote more than a third of their floor space to non-food items) and non-food businesses, all competing directly with high

streets. So any introduction of town centre parking charges is likely to drive shoppers away from the locally-owned high street businesses and into the hands of the national multiples. This is clearly pointed out in the Portas Review[2]. The greatest competition for Castle Cary shoppers is from Tesco, Argos, Boots and Dobbies on the outskirts of Shepton Mallet – all with free parking. (b) Parity on charges in town centres provides illusory protection as the main threat is not other town centres. (See section 3.3.7 – Parking Charges and policy PM7). (c) Making out-of-town retail more attractive by imposing town centre parking charges will increase CO2 emissions undermining, not supporting, SCC's sustainable transport objectives. A degraded town centre will push Castle Cary shoppers to the out-of-town shopping developments with free parking (5 and 14 miles away). This will increase emissions. 3 Impact of charges The strategy document, and the scoring given to the different strategy options, seem to be heavily influenced by the mistaken assumption that market towns will not suffer, economically or socially, if parking charges are introduced. We do not believe that assumption is correct. The strategy document does not adequately recognise or assess these risks. (a) The strategy document cites (on page 18), as the main factual basis for the assumption, the 2002 DTLR report on "The Impact of Sustainable Transport Policies on the Travel Behaviour of Shoppers". This report is not credible support for that assumption: · The DTLR report is based on 7 case studies only, including Birmingham, Edinburgh, Ipswich, Oxford, Sheffield and Winchester and its conclusions are framed in terms which make extrapolation to market towns invalid. · The report is years out-of-date. · The report itself flags its "particular concern" about the impact of sustainable transport policies "on sole traders who may not be able to survive a period of reduced trade". Market towns are largely made up of businesses of this type. (b) The dramatic difficulties faced by high streets across the country in recent years have been well publicised, not least in the Portas Review. These difficulties are largely ignored in the strategy document. This is especially the case in the weighting applied in the "Future Transport Plan Strategy Assessment Tool" and it substantially undermines the objectivity and credibility of that assessment. (c) The strategy document also suggests a lack of understanding that vibrancy is not the same as robustness. Market towns can be vibrant, while operating on an economic knife-edge. In Cary most of the businesses are small and operate on thin margins and low profits. They do not have deep pockets of the retail multiples to help them survive a temporary downturn. It is too easy to disrupt the delicate economic balance that sustains the vibrancy we cherish. (d) A recession is a high-risk and irresponsible time to test the assumption that market town centres are robust enough to withstand the impact of parking charges Experience suggests the terrible damage that will be caused if the assumption is wrong may be impossible to put right. 4 Social and community benefits: Very little weight is given in the

strategy document to the social and community benefits of vibrant market town centres. The benefits go well beyond protecting jobs and local businesses and the return on business rates. People meet informally and keep in touch while shopping in market towns. Neighbourliness and community glue are fostered naturally. These benefits, which are completely in line with the Government's policies to nurture small businesses and the "big society", are easy to destroy and very difficult to recreate. Yet little weight (if any) seems to be given to them in the assessment of the "value" of each policy option.

5 Introducing charging: The strategy document does not appear to differentiate between the introduction of charges and increasing charges. The impact of introducing charges is greater. Imposing new charges increases the inconvenience on each trip ("Have I got the right change?"). Also, heavier enforcement changes the atmosphere on the high street. The unfortunate reputation of parking enforcement means that most people expect enforcement to be inflexible and unnecessarily heavy-handed (even if it isn't). The experience of visiting your local high street feels less friendly with big brother intruding. The advantages of the relaxed high street experience are eroded.

6 Counterproductive and short-sighted sustainable transport policies: Degraded town centres undermine an effective long-term sustainable transport policy. As there are no adequate transport alternatives in many small market towns, any reduction in car use will directly correlate with a reduction in business. Sustainable transport policies that work by reducing car use for these towns will therefore directly lead to an increase in business failure and the further degradation of market town centres. The short term emissions control gain will push people into longer car journeys as their local shopping streets degrade. As an entirely predictable "unintended consequence", the policies themselves are likely to cause a long term sustainable transport failure. Ironically, pedestrian shoppers in Castle Cary, many of whom are pensioners without cars, will suffer most. They will not have the choice of driving elsewhere. This is not an intelligent way of enhancing and developing an "eco-town".

7 Local objectives: We applaud the policy of allowing strategies to meet local objectives (PM1). We are less convinced this will operate in practice if consistency is going to be required countywide (as stated in PM7) or across each of the 3 zones identified in Appendix 2. In that case, adapting policies for local objectives will be lip-service only.

8 The assessment tool lacks credibility (a) Assessment tools of the type in Appendix One of the report are notoriously ineffective where untested, subjective or inappropriate assumptions or criteria are used. The scoring in the "Future Transport Plan Strategy Assessment Tool" is not explained but some scoring outcomes are sufficiently strange to call into question the credibility of the assumptions and criteria used. (For example, how can it be that the impact on economic growth of increasing parking charges is assessed at 0?). Failure to explain the scoring and the assumptions and criteria used in the scoring negates the effectiveness of the

consultation. (b) The assessment tool is designed to identify policies offering best value for money (see para 3.5, page 45). Does this mean all other objectives are secondary when assessing the "highest value" policies? On this basis, charging more and charging more widely for parking is surely a self-selecting policy. For all these reasons we request, in the strongest terms, that you eliminate the dangerous bias in favour of parking charges in the proposed Parking Strategy.

Member of public	17 January 2012	As someone who lives outside Castle Carey I am very upset at the proposal to charge for parking in the town. I do shop at supermarkets in the area, namely Morrisons in Wincanton and Waitrose in Gillingham, neither of which have parking charges but I also drive into Castle Carey at least once a week to shop as I like the individuality of the shops there, the atmosphere of the town and the people. It is sometimes difficult to get a parking space but never impossible. If charges were applied in the car parks no-one would park there and then it would be impossible to park in the street. Conversely, it might be possible to park because people were not coming to the town to shop then the shops would close for lack of business and the town would lose its charm. Remember the poem; For want of a nail the shoe was lost, For want of a shoe the horse was lost, For want of a horse the battle was lost, And all or want of a horse shoe nail.
Member of public	17 January 2012	In connection with your request for comments on the Countywide Parking Strategy document, I support and endorse the views spelt out in the Care4Cary consultation response
Member of public	17 January 2012	We believe the strategy document is fundamentally flawed in laying the foundation for more parking charges in Somerset's market towns. It should, instead, clearly state the County's policy as being no increased parking charges in market towns. We accept there should be an exception where charging is requested by a town or parish council as a proportionate response to heavy and persistent local parking pressures. But charges should only be introduced if on balance they improve, rather than erode, a particular town's economic and social fabric. Local people are best placed to make this judgement. To comment on this document please use the link below and please remember that the deadline is 20 January – that is this Friday. I live and work in Castle Cary and am totally against car parking charges being introduced. I feel introducing car parking charges will be detrimental to local business – including my own, and have a negative impact on our beautiful and unique high street. I feel it will also have a negative impact on residential parking, for example, I live on Castle Rise and feel this road would be

overwhelmed by cars parking to use the high street to avoid the charges.I cannot express these views strongly enough and do not see any positive outcome for local businesses and residents by introducing car parking charges.

Member of public	17 January 2012	I wish to register my concern about the proposed parking charges in Castle Cary. I consider that this would be a disastrous move & should be rejected by the Council. Surely the main concern of all local authorities in the current economic climate should be to ENCOURAGE shoppers into the market towns, not make it less attractive to come to places like Castle Cary. If shops go out of business there is a considerable negative effect on the collection of council rates as well as on the local community. I trust these proposals will be scrapped.
Member of public	17 January 2012	I cannot understand how charges in Cary will improve the town's economic or social fabric. Rather, it will exacerbate any existing problem through more illegal parking to avoid paying the charge. Charges will have a negative impact on business as potential shoppers will simple continue their journey to shop in areas where charging is not an issue. We are lucky to have a wide variety of shops including butchers and bakers; these amenities are likely to suffer impacting on the less mobile sections of the community. People may well use the free car park at the new doctors surgery for their business in town which could prove dangerous. Businesses are struggling to survive as it is in this economic climate bringing yet another negative measure would seen unnecessarily punitive. Car parking charges should not be 'one size fits all', but take into account the character and needs of a community. I am wholly opposed to the introduction of a parking charges in Castle Cary.
Member of public	17 January 2012	Car parking charges are unnecessary and will kill Castle Cary shopping. If it ain't broke why mess with it.

Member of
public

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January
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As a resident of Castle Cary I wish to express my total opposition to the current proposal to impose car parking charges in our town. We have a special range of shops which we wish to encourage to remain and flourish. Many people travel to our town to visit our shops and it seems a ludicrous idea to discourage them from using our shops in preference to supermarkets where they can park for free. The Portas review said free parking was important to encourage people to use local shops, why is this recommendation being ignored after the review was commissioned? You seem to have been using research undertaken years ago in towns of considerable differences to the Market Towns here in Somerset. Should car parking charges be introduced it would encourage people to park in residential streets making these difficult to navigate and dangerous in some cases. It would also discriminate especially against the elderly who come into the area to meet with their friends and buy their daily needs as they can park outside the shops. Here in Cary we have an aging elderly population who need the independence of being able to access these shops. If they had to pay they would not go out and would not have the opportunity to be so independent. I also note that during the pre christmas run up many local towns where parking has been introduced were waiving parking charges - presumably to encourage people into the towns to do their shopping there. It therefore seems illogical for the authorities to argue that the imposition of parking charges will not adversely affect the local businesses. Castle Cary is a very special town, with an eclectic range of shops and very interesting and special people, please do not kill off our town.

Member of
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I am writing to express my extreme disappointment that the county is considering imposing parking charges on Castle Cary and Wincanton roads, and that the Town Council is considering Car Park charges. I know the local shop keepers are absolutely terrified for their commercial future. I also know that local authorities are strapped for cash, but if these market towns become business wastelands, there will be even less money to go round, As someone who regularly drives from my village into local towns, I know that the ease of parking and the cost of parking is of major importance when selecting which shops we head for. In fact in canvassing local opinion in my village of Galhampton, it is the case that everyone I speak to agrees with this point. The fact that locally, Morrisons, Lidl and Tesco all offer huge and free car parks in out of town developments is unfair to local shops if they have to suffer charges.

Member of public	17 January 2012	It is unbelievably misguided to believe that charging parking in towns will have anything but a catastrophic effect on them. The recent review of the parlous state of towns by M Portas points at charged parking being a prime reason for their demise. In addition - why spend money setting up all the infrastructure of ticketing, policing...I can park free at Tesco's, but I want to go shopping in C Cary and buy from a butcher, a baker, a greengrocer. I want to buy books from a real shop. I don't want to fiddle around with money and worry about time, and a possible fine. It is extraordinary to consider this at a time when we are learning to value localism etc. Don't do it.
Member of public	17 January 2012	As a residents of Galhampton, my husband and I frequently use Castle Cary for shopping and visiting restaurants and cafes. Any charge imposed will deter us from using the town for these purposes: if we have to pay, which will involve extra cost and also the nuisance of having to carry change for meters and obtain a ticket and so forth it will be easier to drive just a little further and use free parking at local supermarkets or in Wincanton. We also own a small holiday let in Galhampton and many of our visitors (from all over the UK and recently Australia, USA, Holland and France) use Castle Cary for their shopping for the week: they appreciate a local town which is welcoming and friendly and will undoubtedly take their custom elsewhere when they realise they are not as welcome as they anticipated. My son works part time in Cary and also uses the facilities at Pithers' Yard. In a part time job he earns very little per hour: if he has to pay for the privilege of going to work it will make it even less worthwhile for him. Parking at Pithers' Yard is also very difficult and the majority of their clients use on street parking: a parking charge will be one more obstacle for these small but important enterprises. I believe that to charge for parking is very short sighted and will directly impact on a small town which is currently flourishing and busy: local business and the inhabitants of Castle Cary do not want this charge. Please listen to them.
Member of public	17 January 2012	We run a small business in Castle Cary. We have clients from surrounding local towns and from a wider geographical area. Many of our clients visit our offices to have a brief meeting (roughly 30 minutes to one hour), at least annually. This brings in people from outside the town. As our clients enjoy free parking, they are in no hurry to get back to their cars before the parking ticket runs out. This leaves them free to venture into the shopping areas where many of them stop for coffee and/or spend money in the local shops without any additional burden on the environment. The shops in the town centre are mainly small independent retailers, so impulse buys are often made. If parking charges are introduced, our clients will return to their cars without adding to the local economy and supporting our small and unique local shops and cafes. They are unlikely ever to discover the interesting and diverse shopping opportunities on offer. Many people have commented on how good the shops in Castle Cary are and

how wonderful the town is, adding that it is great to have free parking and not have to worry about finding change or rushing back to the car as they do in many small towns. I also believe that people who drive through the town are more likely to stop and stroll up and down the High Street if they are able to park for free. The cost of parking will also adversely effect small businesses whose staff will need to pay to park all day, every day. Low paid workers will struggle to find the money to pay for parking. For someone earning £10,000 per year, even a £1 per day charge, 5 days per week is the equivalent of a pay cut of around £350 per annum or 3.5%. This will put small, local businesses under even more financial pressure. The local shops also benefit from free on-street parking as many people park for a few minutes while they pop in to buy a paper or sandwich on their way through the town. On-street parking charges would therefore have an adverse effect on local trade, with no real environmental benefits as the cars are driving through anyway. As someone who lives in Yeovil, I can see the benefits of free parking. Like many other shoppers, I make use of the free parking on offer at out-of-town stores like Next and Boots or small local shops like the Co-operative and very rarely go into town on any day other than Sundays, when the parking is free. We all know that out of town shopping is killing the High Street - Just look around Glovers Walk in Yeovil to see how well small retail units do in High Street type locations. Parking charges in small market towns are the final nail in the coffin for many retailers as low value, high turnover shoppers fail to stop to buy a loaf of bread or an extra Christmas stocking-filler because the parking charges are almost as much as the item they want to buy. Basically, there are many reasons why parking charges should NOT be introduced in market towns. The main reason is that, in the end there will be no shops in Castle Cary, and the car parks will lay empty, except for the ghosts of parking meters standing idle by the entrances waiting to be recycled.

Member of
public

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I am an independent retailer on the High Street in Castle Cary and have been trading for six years. During this time I have become aware of how much importance my customers attach to being able to park on the High Street and in the car parks freely. Many times people comment on the fact that it is a positive reason to choose Cary to shop in over and above other towns that have expensive and restrictive parking, and that if this was not the case they may as well shop elsewhere, either in supermarkets or larger towns. Times are hard enough for retailers in the present climate, especially in small market towns as an independent. Surely we should be doing everything possible to encourage shoppers and tourists alike into these unique environments rather than deterring them. Parking charges are a definite deterrent in my mind but more importantly in my customers.

Member of public	17 January 2012	<p>a) You say you "aim to maintain the vitality and viability of town centres". If you introduce parking charges in Castle Cary drive by trade will seriously fall off. I am a drive by buyer. I go to Castle Cary to pay in cheques and then pop into the DYI store, or to get milk, to use the butcher or to buy a book. If I have to buy a parking ticket I will coordinate these activities in another way, i.e. use out of centre sites: Amazon for books, Thorntons for meet, Tesco's or garages for milk and bread and DYI, and post my cheques or get them paid in by direct transfer. (e.g. When visiting Taunton I used to use the parking by Victoria Park. I would walk through the park seeing families etc. Grandparents would pop in to park cars, having picked up children from school, and then go for a quick stroll.. It makes me cry. Family numbers are down at this time of day. The park's percentage of young drinkers has increased. A good population mix increases safety in public parks.) (e.g. When visiting Taunton I used to use the parking by Victoria Park. I would walk through the park seeing families etc. Grandparents would pop in to park cars, having picked up children from school, and then go for a quick stroll.. It makes me cry. Family numbers are down at this time of day. The park's percentage of young drinkers has increased. A good population mix increases safety in public parks.) b) The document does not refer to the evidence of the Portas review. b) The document does not refer to the evidence of the Portas review. Castle Cary is doing fine. Why ruin it</p>
Member of public	17 January 2012	<p>We are writing to object to the proposed plan to implement parking charges in Castle Cary, Somerset. We have been living in Castle Cary for 15 years and seen the rapid decline of small shops and businesses on the High Street. One of the principle reasons for moving here from London was that Castle Cary maintained a healthy and lively local community with plenty of small shops, cafes and restaurants. Over the last decade or so we have seen a rapid decline largely because of supermarket domination. If these parking charges go ahead it will inevitably further deter shoppers from coming into Castle Cary, where the owners of small retail outlets already struggle to make a living. For social and economic reasons, we need to keep the High Street alive, as Mary Portas points out in her report we need to make it easier to attract shoppers in a already difficult economic climate.</p>
Member of public	18 January 2012	<p>wish to register my very strong rejection of the proposed imposition of car parking charges in Castle Cary. As a local resident and regular and frequent user and supporter of Castle Cary businesses I feel strongly that the changes will initiate changes to the fabric of the town that will ruin its unique combination of social centre and local service provision. In summary, the Consultation Strategy document; (a) completely ignores the massive impact of free parking in out-of-town-centre retail developments (including supermarkets); (b) does not give enough weight to the risks posed by new parking charges to businesses in market town high streets. Out-of-date research of dubious relevance is</p>

cited to support the view that the risks are slight. These issues need to be re-thought taking into account the recent Portas review. (c) mentions the important of localism, the special requirements of market towns and the importance of social and community impacts. But, in practice, these factors seem to be ignored in weighting and conclusions. Local views should not be outweighed by an "assessment tool". In short, the favoured policies risk entrenching out-of-date mistakes, overriding legitimate local views and undermining our market towns in ways which may well be irreversible. In my opinion the strategy document is fundamentally flawed in laying the foundation for more parking charges in Somerset's market towns. It should, instead, clearly state the County's policy as being no increased parking charges in market towns. We accept there should be an exception where charging is requested by a town or parish council as a proportionate response to heavy and persistent local parking pressures, but charges should only be introduced if, on balance, they improve, rather than erode, a particular town's economic and social fabric. Local people are best placed to make this judgement and I am absolutely confident from my knowledge of the people of Castle Cary that there is a very strong wish for there to be no imposition of parking charges

Member of
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Please please please think what withdrawing free parking in small towns like Castle Cary would mean. Small towns are friendly, easily accessible and their whole ethos revolves around those core qualities. As soon as you start to impose restrictions those core values change in locals minds. It is a short term idea to gain extra small change but it NOT good for goodwill and for encouraging people to buy local. PLEASE do not do it.

Member of
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I am appalled to hear of the threat to Castle Cary's free parking. Castle Cary has a rare combination of historic buildings and even in these hard times a thriving town centre. Unlike many others in this area has very few if any empty shops, why is this? It has a small Supermarket in the high street, with only on street parking available. Once the big supermarkets with their huge free car parks move in this is what often is the last nail in the coffin for local, family businesses. As long as the local parking remains free people will continue to support the high street, take it away and it becomes easier to visit the out of town larger supermarkets. A small shop and its employees could be liable for several thousand pounds a year if these proposals proceed. I am confident that when the powers that be reflect on the total cost/benefit of such a move they will realise the benefits of the present system.

Member of public	18 January 2012	There are not many traditional towns left that have individual and unusual shops which attract locals and visitors alike. I cannot help but think that Car Parking charges in Cary as has been amply demonstrated elsewhere, will lead to a reduction of activity in this attractive and vibrant centre. It is a shame to think that councils so often kill the very thing that they depend on for their revenue, local business. As for the rest of us, I guess it's a trip to the super market where you don't get charged for parking.
Member of public	18 January 2012	I am writing to express my very considerable concern about the proposal to introduce parking charges in Castle Cary, and to make my very strong objections known. Castle Cary is the ONLY nearby market town where we who live in the surrounding villages can do essential shopping, use hairdressers, use the chemist, bakeries, greengrocers and meet friends. For my part, even visiting Castle Cary involves a five and a half mile journey. If the facilities in Castle Cary were not available we would have to drive much longer distances, eg Wincanton, Shepton Mallett, Wells, Street, Bruton or Sherborne. This would impose an extra cost in terms of time and fuel consumption as well as going against the local authority's alleged commitment to the "green" policy. South Barrow has a bus service to Yeovil once a week, but even this - the only public transport for this village - is now under threat. This means that village residents will be even more isolated and reliant on their own cars. In addition to my personal reasons stated above - which I know are shared by many others in the same situation - the proposals to impose parking charges will destroy the livelihood of all the local small businesses and result in yet more unemployment with more people being driven into debt and benefit dependency. This is contrary to the current government's commitment to "job creation" and personal independence. PLEASE DO NOT IMPOSE PARKING CHARGES IN CASTLE CARY
Member of public	18 January 2012	As a resident of Castle Cary and supporter of the local shops I am wholly against parking charges on the streets or in the car parks of these small market towns. Already there is too much threat to livelihoods and therefore family stability.

Member of public	18 January 2012	<p>I write in protest at the proposed car parking charges in Castle Cary. This small town is still surviving largely due to the fact that one can park briefly for free outside the shops and pop in to purchase groceries etc from local traders on a daily basis as necessary. Many of the shoppers are of the older generation and would not want to walk long distances from a car park. I feel these and many other local shoppers (myself included) would not bother go to Castle Cary and would head straight for one of the major supermarkets out of town. This would surely mean the end for local retailers and other traders - coffer shops and the like and probably the end of an era and the end of the prosperity of this lovely little county town.</p>
Member of public	18 January 2012	<p>3.2 - Objective 1 Managing parking in order to maintain the vitality and viability of town centres by ensuring the needs of shoppers and visitors are prioritised; Castle Cary is a vibrant and exciting town with a strong community spirit. Its residents invest heavily in the town in terms of time and money. Various community groups work hard make the town an attractive place for visitors from the surrounding area, to attract them in to shop instead of driving to the nearest supermarket with free parking. Castle cary residents cannot be expected to do more in this area. 3.2 - Objective 2 Managing parking in order to meet the needs of residents who live within towns, in villages and in rural areas; Charging for parking in Castle Cary will push the fitter visitors into residential parking areas and make life difficult for residents. Castle Cary - by its design (Georgian market town) has a great deal of housing with no private parking or convenient roadside parking. 3.3.6. - Enforcement - In Castle Cary a major problem is the LACK of enforcement of parking on yellow lines (single and double) in the High Street which leads to congestion (sometimes gridlock) and creates considerable safety issues. Enforcement by wardens/PCSOs should happen frequently at random intervals. Personal response with regard to Castle Cary and similar small market towns - Whilst I applaud many of the suggestions with regard to green/eco measures (I myself always take the train from Castle Cary to Taunton or use the very affordable and efficient Park and Ride) I do not agree that there has to be a one-size-fits-all policy for Somerset. Small town centres such as Bruton, Wincanton and Castle Cary fight for business with the superstores in Shepton Mallet (Tesco) and Morrisons (Wincanton) or the cheap but very 'un-green' supermarket home delivery options. Businesses in these small towns rely on daily top-up shopping trips - the customer who goes into a grocers for bananas but who leaves with butter, milk, apples and a magazine as well; the customer who pops into the charity shop then meets a friend and goes to a cafe for a coffee and a chat; the resident who drops in to buy a birthday gift rather than log on to Amazon. These customers will be put off by the cost of parking charges but also by the 'faff' surrounding parking charges: find the small change, walk to the meter, walk</p>

back to car with ticket, note time on ticket, keep looking at watch during shopping trip, decline the spontaneous coffee as no time left on ticket etc etc. Castle Cary and Ansford is built on a hill and has a proportionally high elderly population. Those on the outskirts cannot always walk into town and cycling (back home) from the north of town is only suitable for the very fit. It is also surrounded by villages with residents with disposable incomes that could equally be spent in the lovely gift shops of Castle Cary (Somerset) , Sherborne (Dorset) or Bath (BANES). Charging for parking in this gem of a market town will not only put off visitors from the villages but will discourage shop owners and local residents who cannot walk into the centre. I know that despite my best intentions it will immediately change my shopping habits. Instead of popping in to town twice or thrice weekly after work in Bruton I will drive straight home, certainly intending to change my shoes and walk into Castle Cary (12 minutes walk) BUT I WILL NOT - human nature will prevail and I will make a cup of tea and start all the jobs that await me at home. The top up shopping will wait until I need to drive to Shepton Mallet to Tesco and do it all in one huge journey - or maybe I'll sit at the computer and pay someone else to do it for me and bring it to my door. Who will lose out? Well I will, of course; I will miss shopping opportunities, community opportunities and friendship opportunities. I will still walk down to Cary on a Saturday morning but it will be a treat, not part of my routine and I won't spend much money or buy anything heavy. And there must be thousands of well-meaning but busy people like me. One of the joys of Somerset is its diversity. All towns are not alike. It is vital for SCC to recognise the distinctive characters of those small towns and to take into account the differing needs of residents and shoppers, offer different experiences in Taunton, Yeovil, Bruton and Castle Cary. One size does not fit all. I urge you to rethink the policy with regard to market towns in Somerset

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Regarding your parking policy document that is currently out for comment I would like to add to my concern at the proposal that small market towns will be subjected to parking charges. Castle Cary is my nearest town (2 miles away) and I use it frequently for all the basic essentials. If parking charges are imposed it will make it more cost-effective to drive 5 miles to Morrisons in Wincanton where parking is free. Thus your imposition of charges will be forcing people like me to support a multi-national supermarket and abandon my local town. And yet government policy is supposedly to encourage localism and cut down on transport emissions. In one fell swoop you will have broken two policy objectives. This will clearly have a negative effect on towns like Castle Cary and in the current economic climate it is almost certain that shops will start to close down. And once a couple have gone this will just snowball and Cary High Street will become a ghost town of charity shops. The suggestion of parking charges for small towns seems to be utterly ridiculous and must be rejected.

Member of public	18 January 2012	<p>We live in Lamyatt, where there is no shop. We shop in Castle Cary every day. It is rare not to be able to park alongside the shops. If we can't, we use one of the two free car parks at either end of the town. There is a two hour limit, which is perfectly suited to local requirements. After years of coping in London with dodgy parking meters, unsympathetic men and women in uniform, and conforming to the mindless lure of bland supermarkets, we have committed totally in Somerset to supporting our local small shopkeepers, some of whom struggle bravely to survive. Castle Cary is a rare gem. Shopping there is an enjoyable, stress-free experience. The proposals you put forward would put places such as Castle Cary in danger of a sad transformation, and simply cause extra cost and stress to local people. All this for what is, in our view, a non-problem. Please think again. Immediate monetary gain for the Council would be the only advantage of such a measure. There must be ways of balancing the county's books (and we appreciate the austerity of the times) which pose no threat to deserving and highly valued small local businesses and which allow 'the Big Society', we caring shoppers of the area, to help them maintain their priceless services.</p>
Member of public	18 January 2012	<p>I write as a worried user of Castle Cary as my primary shopping venue. I understand that all councils are trapped for cash but am not convinced that charging in Cary where parking is at a premium is productive. There are a number of businesses who are struggling in Cary and if parking was made another financial reason to use an out-of-town supermarket we could turn into another rural ghost town. Wincanton and Frome do charge but are large enough to deal with this. We have a fantastic number of quirky independent retailers who need as much encouragement as possible. It will also impact on local employees with daily parking fees increasing their financial pressures. They will be likely to park further out where there are no fees or restrictions and cause potential tensions with the residents. Please reconsider this plan.</p>
Member of public	18 January 2012	<p>I feel that your strategy fails to recognise the needs of small businesses in particular. As a Director in an SME I find it astounding that your document makes no referral for the financial case that even if one small business relocates or worse closed in a small market town, such as Castle Cary, the loss of revenue in business rates to the authority would be considerable. It would not take much for this loss to exceed the revenue gained from parking charges surely? Loss of business rate revenue is of course nothing compared to the social economic impacts of such loss of a business. Are you able to supply the public with evidence that this financial case has been considered? Further to the above, I wish to also add that most retailers in a small market town, such as Castle Cary, rely on higher volume and lower spend passing trade. The aforementioned trade is highly likely to be affected by parking charges as there are abundant, somewhat soulless, out-of-town alternatives such as Morrison's in Wincanton and</p>

Tesco's in Shepton Mallet where parking is free. If parking charges were introduced in a small market town, such as Castle Cary, is there not a case that the authority is creating an unlevel playing field biased towards the 'big box' retailers. The larger retailers already have competitive advantage through buying power and as some people would argue a near monopoly of the grocery market. Government in all forms and levels should be encouraging competition and local sustainability not hampering it. The consultation document acknowledges that "retailers generally believe that convenient parking for shoppers is key to the vitality and vibrancy of their town," but adds that "although research has shown that this is not necessarily accurate." I would like to raise the issue that the reference material chosen for this view point is ten years old and the financial world has changed considerably since then. I feel that an up-to-date analysis of retail 'footfall,' spending and travel habits in our local area would be more appropriate. As an aside; the link to the research material in not correct and if you search for the title of the report on the website indicated there are no results? In summary, I believe that the consultation has the following faults, in my opinion – There is no assessment of the financial case in terms of risk of lost business rates revenue. There is no assessment of the financial case in terms of risk of negative social economic impact i.e. lost jobs. The consultation document fails to address the risk of loss of trade to 'big box' retailers which have comparatively lower costs and abundant free parking; especially in cases where they are in close proximity to a small market town. Some of the research cited in your report is ten years old and written in a time when the financial situation was much different. I look forward to receiving acknowledgement of receipt of my comments and would be grateful if you could address the points I raise

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Plans for parking changes in Castle Cary would: Ruin the ambience of the town, Discourage people with restricted mobility from shopping in the town which in turn would cause those businesses on the margins of survival to go under therefore reducing the income to the County Council from commercial property rates People would stop shopping in town due to parking meters and would go instead to out of town supermarkets Castle Cary was a few years ago referred to in The Times as the Nottinghill of the south west. These changes have the potential to create yet another run down ghost town instead. Correct me if I am wrong but I thought the purpose of the County Council was to work for the benefit of the people who contribute towards your wages not to extort as much money as possible out of them to the detriment of the community as a whole.

Member of
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I am writing to oppose any future introduction of additional on-street parking management and charges that might be planned for Castle Cary. Your document is not easy for an ordinary citizen to understand, in terms of concrete implications for this town. However, I note that in your Parking Strategy document you quote the Sustainable Community Strategy (SCS) for Somerset: · Making a positive contribution; · Living sustainably; · Ensuring economic wellbeing; · Enjoying and achieving; · Staying safe; and · Being healthy. The above core aims surely must be seen in a local context: Castle Cary is a small market town, and I see that indeed it doesn't feature in your list of towns studied re long-term vs short term parking. So I would like to make a couple of points about Cary specifically: It currently has parking restricted to 2 hours in the bays in Fore Street and High Street, the main shopping streets. This is long enough to enable shoppers to shop and also to visit one of the cafes and shops. There is also the museum at Market House to visit and a number of tourist-attractive shops.— all “enjoying and achieving”, and “ensuring economic well-being”, surely? It is however a short enough period that there is a reasonable turn-around. I am confident that most cars move after a much shorter period and there is no problem finding a parking space in Cary at present. As for the core aims of “staying safe”, “being healthy” and “living sustainably”, the aim of increasing public transport provision is laudable, but is just not going to happen in the current climate. You say: “The management of parking in the previous LTP was therefore closely linked with the availability of effective alternative modes of travel, particularly public transport, and the Parking Strategy was therefore integrated with the Passenger Transport Strategy. This will remain the case for the revised strategy which will stand as a supporting document to Somerset's Future Transport Plan, which replaced LTP2 in 2011.” Now, I see from the latest www.somerset.gov.uk/bussurvey that the funding for the Yeovil-Shepton Mallet bus, which runs through Cary, is having 20% of its subsidy withdrawn by SCC, if Option 3 goes ahead which seems likely. There is no certainty that this will be the end of the cuts in subsidy (leading no doubt to a loss of the commercial service), and of course there are many villages that use Cary as their shopping centre that are not served by a bus at all, even now. Thus for many citizens, there are no “ effective alternative modes of travel”, (in 2001, 30% of BA7 residents were retirees, for whom carrying shopping on a bike is hardly an option) and for many more, those buses that do exist are likely to disappear. Is it seriously proposed that there will be MORE buses running in the foreseeable future, through more villages? Finally, you say: “However, because of its more rural nature and weaker public transport links,[see above] a restrictive parking policy is less realistic in Somerset than in neighbouring conurbations. This policy will therefore be applied chiefly in the larger urban areas in Somerset i.e. Taunton, Yeovil and Bridgwater. Market towns where demand for shoppers' parking spaces exceeds supply are also encouraged to adopt this policy.”

Demand for shoppers' parking spaces does not exceed supply in Castle Cary so this criterion does not apply and the policy should not be adopted in this small market town. In sum, as Mary Portas has highlighted in her recent report, it is critical for the survival of small towns that these decisions are made locally. Castle Cary lives or dies by its small business survival and its tourist attractiveness; both depend on easy access and a good turn-around of parking – both currently well supported by the present parking arrangements. So far Cary has (just) withstood much of the blight that has plagued larger town centres and it would be tragic to stifle this by imposing charges for on-street parking that are better-suited to larger towns. The town has not requested these changes and the only rationalisation would be to raise money which, as you will be aware, is against government policy (TMA 2004). I trust that you will consider the above points and heed local voices, who know their town's needs well

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If charges are to be made at locations such as ours in Castle Cary I feel that the effect on the local economy will be a closure of shops and associated loss of jobs. If people have to pay to park they will drive the few miles to Shepton Mallet and park for free. I am led to believe that parking charges were implemented in the small Wiltshire town of Mere against the wishes of the residents and in a short time the shops started to close one by one and now it is a ghost town, we would hate for this to happen to Castle Cary. No consideration has been made for those householders who have no space to park vehicles close to their properties and at the moment park in the car parks, if charges are implemented these vehicles will be parked on the road, some of which are narrow. At the time of school opening and closing the whole town will be a no go area. It will be impossible to navigate through the streets at these times.

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Draft Parking Strategy - in particular relating to CASTLE CARY I have been looking through your 98 page document with some alarm. I have to say that primarily it looks like a cynical, politically correct, approach to justify increasing revenue, which apart from the few larger towns will have a disastrous effect on the livelihood of hundreds, if not thousands, of small shops and businesses across Somerset. I fully realise that much of the report does not specifically relate to on street parking charges in market towns but that which does, clearly indicates that the authors of the report do not understand, as Mary Portas clearly does, the negative impact to local businesses of introducing parking charges in small town centres. In my view this negative impact is dramatically increased in smaller towns owing to the marginal viability of many 'smaller town' businesses. My wife and I live in a hamlet between Bruton and Castle Cary and make frequent visits to both towns to supplement our major food shopping, which is done at one of the 'out of town' supermarkets - (where parking is free!), and also to purchase other locally available items or go to the Post Office, avoiding the need to make a longer journey to one of the main towns - in our case Yeovil. It seems completely ludicrous to me, to encourage me to drive further

afield to an out of town megastore - with FREE parking - increasing the profits of a multinational organisation which has limited benefit to the local community at the expense of supporting local people running local businesses. Shopkeepers in Castle Cary have a huge struggle to maintain the viability of their businesses already, and just a small percentage drop in trade will make many of them non-viable. Premises will become empty, which will encourage even fewer people to come shopping, the effect will snowball and the town centre will quickly become a wasteland. By way of example, just the other day I was returning home from visiting some friends and stopped off in Castle Cary for a few supplementary items. Only a few pounds worth of shopping, but if I had to find a parking meter, maybe not have the correct change so pay over the odds, I can assure you that with the extra time and expense involved, I would not have bothered. Even worse would be if street parking was banned and I would have been forced to use the car park at the bottom of the town - it would simply not have been worth my while stopping and the local shop keeper would have been deprived of a vital few pounds worth of trade. Multiply that by the hundreds of people deterred from stopping for impulse or supplementary shopping over the period of say a year and you will rip the heart out of a vibrant community. I urge you to reconsider, seriously, your totally flawed and ill-considered proposal to introduce parking charges in Castle Cary. It will be a very sad day indeed for the people of Castle Cary if you were to implement these charges. Any changes to parking restrictions or charges should only be done with full cooperation of the town council as they are the ones that know what the local peculiarities are and what current problems, if any, are being caused by the structure already in place. It is most regrettable that although giving the impression, with your voluminous report, that you are considering local peculiarities, it is abundantly clear that the writers of this report do not understand the intricacies of local issues. These sorts of local issues should be decided by the local people - not a 'one size fits all' approach from people who have little or no understanding or working knowledge of the local community. Please - think again before making a catastrophic decision.

Member of public	19 January 2012	I do not agree that there should be more parking charges in Castle Cary and Somerset's other small market towns. I believe this would put people off parking there and would deter them from shopping locally. I am a resident of Batcombe and regularly use Castle Cary and Bruton for shopping and one of the reasons I do this is because it is easy to park outside the shops. I have to drive to these towns as there is no public transport available from Batcombe. I believe increasing parking charges, or introducing them, would have a negative effect on such small towns' economies and affect their social viability. I hope you will take my view into account and scrap plans to introduce charges.
Member of public	19 January 2012	As a resident of Castle Cary I wish to register my strong objection to the further restriction of public car parking in the town, in particular the imposition of charges. The 'Parking Strategy' document that promulgates this policy indicates that none of its authors live in Castle Cary or indeed in any market town dependent on making visitors feel welcome. I can think of no imposition that would more effectively deter drivers from treating the town as a destination rather than as a picturesque place to pass through. The idea that revenue raised from parking charges would exceed the cost of implementation and enforcement, let alone compensate for the loss of rates as businesses fold for lack of custom, is transparently risible.
Member of public	19 January 2012	As a resident of Castle Cary I consider it a great mistake to impose on-street charges in the town. This Market Town (population with Ansford only approx 3,000) would suffer great losses to the very important retail trade which serves many surrounding villages as well as town residents. I urge the Council to consider our very strong opposition to the imposition of charges here in Castle Cary.

Member of public	19 January 2012	Over the past few days in Dave Marsh Hardware Castle Cary where I work, I have seen many customers sign the petition against parking charges in Castle Cary. It appears that possibly 80% of the signatories come from outlying areas and very many have stated that they "pop into" Cary for various items and leave shortly. They would not be prepared to pay parking charges and have stated they'd shop elsewhere rather than pay. People are amazed and astonished how stupid this proposal is and others say they feel powerless that it will "go ahead anyway!" I feel very strongly that the proposed charges will irreparably damage Castle Cary business and the community
Member of public	19 January 2012	I have just read your Parking Strategy document and am astonished at its lack of vision and imagination. Do you really think that one size fits all? That because parking charges work in large towns (where it is desirable to encourage people to use public transport) that they will also work in small market towns where you are lucky to have any public transport at all! These days there is a new mood – partly influenced by the Portas report – that high streets need to be helped and encouraged to thrive – not just for commercial reasons but also for social ones as well. For this, free parking throughout small towns like Castle Cary, is essential. Otherwise there is no way they can compete with massive shopping complexes and supermarkets on the outskirts of larger towns where the parking is free, not to mention internet shopping. Your document does not consider either of these things. Quite honestly I think a total re-think is called for. Indeed, there could be an argument for removing charges from many Somerset Towns that already have them. Think what that would do for tourism and casual visitors. We could be the flagship county leading the way for other counties to watch, envy and admire. Do not ratify this out-dated and poorly researched document. Think again and do not introduce parking charges in Castle Cary. It will send struggling shops under, leading to loss of business rates to the SSDC, personal misery and a boarded up town with the life knocked out of it.
Member of public	19 January 2012	I am writing to you as someone who has grown up in and always loved the buzzing High street of Castle Cary. I can't believe, especially in the countries current economic situation that this is even a possibility. To bring in Parking charges in Castle Cary would stop so many shoppers from the surrounding area from coming into the town. We should be encouraging not preventing. I also hear that in the last meeting it came to light that super markets don't have to pay parking rates and the local town car parks do! This is absolutely outrageous. This is what we should all be fighting. Small towns have enough problems as it is to stay thriving, Castle Cary doing far better than most, with out bringing in more charges! So please listen to the community and do not bring in Parking charges to Castle Cary.

Member of public	19 January 2012	I would like to place on record my support the views spelt out in the Care4Cary consultation response and my wholehearted opposition to the introduction of parking charges for either on or off-street parking in the small market towns of Somerset. The economic argument supporting such a proposal fails to take account of the wider economic impact of reduced footfall, business closures and empty retail properties that would surely follow as consumers seek more convenient and less costly shopping through supermarkets and other major retail chains who are fortunate enough to have their own parking facilities and can offer free parking to their customers. The negative economic impact would be severe on local communities, especially in a time of deep recession and low consumer confidence, leading to increased unemployment and blighted property prices. Parking charges in Somerset's market towns are not desirable, are not justified on commercial or economic grounds, and are not wanted by the local populations. I urge you to reconsider your Transport Policy in the light of public comments and clearly state that no new parking charges will be introduced in Somerset's market towns
Member of public	19 January 2012	I previously served as a District Councillor in the Highlands of Scotland and have seen this kind of thing before. I have seen at first hand the incredible damage done to a small township by the introduction of parking charges. The town centre shops all died – therefore no income from rates – therefore LESS income to the Local authorities.
Member of public	19 January 2012	My wife and I have signed the Free Cary/No Parking charges in Castle Cary campaign, and find that the SCC's Draft Parking Policy, as it applies to Castle Cary, is far too general in its view, and does not pay sufficient regard to the particular requirements of a small market town, of which, it is acknowledged in the strategy document, Somerset has many. In particular, the likely effect of parking charges on local retailers is not given nearly enough weight. Shops in towns such as Castle Cary are almost all single businesses, and, as such, are operating on very tight margins, particularly in the current financial climate. Even a small reduction in their customer footfall, following the imposition of parking charges, could affect turnover to the point where closure of the business is the only option. Even one shop closing in a town as small as Castle Cary, where there is, in general, only one shop for each trade, risks a domino effect of closures as local shoppers are forced to park further away, or worse, decide to drive to Yeovil or Shepton Mallet. Having travelled to a larger shopping centre, probably emitting extra greenhouse gases compared to their trip to Castle Cary, shoppers might as well do their entire 'shop', thus further reducing trade and profit for the remaining businesses in Cary. Even the 'multiples', such as the Co-Operative and Boots, are more vulnerable to a drop in footfall than in a larger town, and their parent companies would have no compunction in pulling out if profits fell. The entire commercial 'eco-system' of a small market town is very finely balanced, and broad policies which fit in an urban or suburban scenario, where there are out-

of-town shopping areas, will not work in a small market town.

Member of public	19 January 2012	Having read the draft parking strategy i am concerned that it takes towns of all sizes and lumps them in together. A small Market town like Castle Cary has very differant needs to say Yeovil.
Member of public	19 January 2012	I am strongly apposed to parking charges being introduced by Somerset County Council in Castle Cary, Somerset. This will, if introduced, undoubtedly result in the general public deciding to go to a supermarket to do their shopping where there IS free parking – this in turn will result in shops having to close due to lack of trade! Please do not enforce parking charges in Castle Cary! Thank you.
Member of public	19 January 2012	As a resident of Cockhill, near Castle Cary, I would like to object very strongly to the proposal that parking charges are implemented in Castle Cary. At the moment we are extremely fortunate in having a thriving town, with no vacant shops, an unusual situation in the current financial climate, and with more and more trade being taken by the big superstores. It must be very difficult for independent retailers to keep afloat, and I fear that anything that discourages people from shopping in Cary will have a serious detrimental effect on our lovely town. I for one would not make as many small trips into Castle Cary - to pop in and buy milk for example, if I knew that my shopping was going to cost me an extra £1 or so in parking charges. I urge you to reconsider this ill-thought-out plan
Member of public	19 January 2012	I live with my family in Pitcombe and use Castle Cary for most of my shopping. I also used to own a delicatessen and cafe in Cary so know the town as both a shopper and shopkeeper. I believe that parking charges in the town would have a terrible effect on the community. It is very hard for independent shops to survive with growing competition from online shopping and price cutting of out of town supermarkets and I urge you to consider this case very carefully and reject the proposed parking charges. Everyone I talk to locally thinks it a very bad idea and would be a very unpopular move for Castle Cary.
Member of public	19 January 2012	i support the views of care4cary and ask that you reconsider the planned parkung strategy which may 'fit' a large city but not a small market town that relies on people coming in from surrounding villages to shop. Charging people to park will deter shoppers and create a problem with people parking the streets. The free parking we currently have is an asset to the town and one we don't want to lose.

Member of public	19 January 2012	I am writing to support all the comments made in Care4Cary's letter to you. The feeling against parking charges in the town is overwhelming, and I really do believe that you will have civil unrest in a small, market town sort of way) if these are brought in. WE all try to support our local shops, and I believe YOU should too.
Member of public	19 January 2012	DEAR SHORT-SIGHTED PEEPS The proposal to introduce parking charges in Castle Cary and other local Market towns does not have any support so why once again, are SCC and SSDC ignoring the wishes of the very people that keep them in power.THROW THIS PROPOSAL INTO THE ROUND FILING CABINET UNDER YOUR DESKS!!!
Member of public	19 January 2012	We write to inform you that we support the views of Care4Cary (attached) in respect of the planned parking charges for Castle Cary. We strongly believe that parking charges will have an adverse effect on the businesses in the center of Castle Cary. Many people will find the inconvenience of not being able to stop briefly in the main street will encourage them to take their business elsewhere. We currently do about 90% of our weekly shopping in Castle Cary, but if we are unable to park easily we will be inclined to head for the nearest supermarkets in Shepton Mallet and Wincanton. We urge you to reconsider the plan, and to listen closely to local opinion.
Member of public	19 January 2012	NO NO NO NO TO PARKING CHARGES! Please reconsider. Castle Cary is struggling to keep it's shops, and parking charges would deter people - they would drive to the nearby large stores where parking is convenient and FREE, parking charges would kill the trade in the town and shops would close, Somerset market towns would be market towns no longer. Also there are many many residents living in the historic town centre who have no private parking available to them and have to park on the streets. Many are elderly and could not cope with being forced to find parking further out in residential streets - as well as risking antagonising those residents.
Member of public	19 January 2012	With regards to the SCC Draft Countywide Parking Strategy, I wish to voice my concern regarding this misguided strategy.In response, I fully support the comprehensive views spelt out in the Care4Cary consultation response
Member of public	19 January 2012	1. The document ignores the impact of free parking in out-of-town-centre retail developments (including supermarkets). 2. It does not give enough weight to the risks posed by new parking charges to businesses in small town high streets. Research of dubious relevance is cited to support the view that the risks are slight. These issues need to be re-thought, particularly taking account of the recent Portas review. 3. The report mentions the importance of localism, the special requirements of market towns and

the importance of social and community impacts but, in practice, these factors seem to be ignored in weighting and conclusions. Local views are hugely important and should not be outweighed by an "assessment tool". In short, the favoured policies risk entrenching out-of-date mistakes, overriding legitimate local views and undermining our market towns in ways which may well be irreversible. The strategy document is fundamentally flawed in laying the foundation for more parking charges in Somerset's market towns. Already town centres are wasting away due to the lack of accessibility. By all means have a parking charge policy, but please, please let the local people and businesses decide whether or not, parking charges are necessary for them. Surely we still live in a democracy.....or do we?

Member of
public 19
January
2012

I am responding in particular to the planned implementation of on-street parking charges in rural towns, in this case Castle Cary being my local town. I am strongly opposed to the introduction of parking charges. You state in your document 'Managing parking in order to maintain the vitality and viability of town centres y ensuring the needs of shoppers and visitors are prioritised'; to implement parking charges would clearly be contrary to this statement and would undoubtedly cause harm to the local economy by putting off passing trade. The introduction of parking charges is a short term solution to the economic shortfall and would cause long term damage to the 'vitality and viability' of market towns. Please could you register my complete disapproval of this policy.

Member of
public 19
January
2012

I am shocked to learn that the authorities, whether District or County, are considering introducing parking charges in the market town of Castle Cary and would like to send you my strong opposition to this proposal. Castle Cary is a thriving market town with a supportive caring community and a good mix of independent shops, many of which are hard to find in other towns (ironmonger, bookshop, kitchen supplies, to name but a few) and two fishmongers which visit the town Castle Cary is a light open town built of beautiful golden ham stone – it encourages and welcomes tourists – apart from the historical sites and old buildings, there is an opportunity, after walking around and visiting the wide range of shops, to sit and relax, eat anything from a cup of coffee with a slice of cake to a full meal, often accessing food from local sources – also many of the shops stock local foods and other supplies, this supports local growers, farmers and businesses The fact that people can park and then wander around the town, without charge and without time restraint, discovering the shops and other facilities, is essential to Castle Cary's well being – if visitors, whether local or tourists, are put off coming in to Castle Cary then income from tourism will suffer, independent shop keepers will not have enough business to keep going and be forced to close, and the business rates will be lost People go where they are welcomed, where there is wide choice from friendly businesses with good customer service – if charges are introduced and make

shopping complicated and expensive then they will go where shopping is less personal but with free parking, that is, the nearest supermarkets, and lose a pleasurable shopping experience Many residents in the South West are over 60 and like the personal touch of shopping in a small market town – these market towns should be supported and encouraged, the environment should be one of welcome and free parking – this is then paid back by the amount of people who come in to do their shopping locally rather than driving to a larger town with shopping mall facilities, encouraging more people to open local businesses – a choice which is environmentally responsible and customer friendly – also the number of tourists who find visiting Castle Cary a pleasurable experience I can only imagine how the look of Castle Cary will be ruined by the intrusion of the relevant signage, parking meters and/or parking machines What you might gain on parking income (after installation costs, maintenance expenses, salaries of those who supervise) will be negligible against loss of visitors and shoppers, premises closing down with loss of local jobs and business rates and ill feeling from residents and locals at having such an unpopular scheme foisted on them I am sure that the amount of comments you will be getting against this scheme will show you how many of us (who live locally and like to support our local shops and businesses by shopping locally) are against this and would urge you, as a matter of urgency, to reconsider

Member of
public 19
January
2012

As a senior member of the residents of Castle Cary and Ansford and also as one who has difficulty in walking I am against I feel any parking restrictions other than those at present would be detrimental to the shops and town If all the existing no parking was enforced the town would be better for it

Member of
public 19
January
2012

I fully support the Comments on SCC Draft Countywide Parking Strategy (the "strategy document") from Care4Cary. It echoes my thoughts, and those of many people I have discussed this with over the last few weeks, very well. I also have some personal observations: I have been providing B&B and self-catering accommodation 2 miles from Castle Cary since 1996. I source as much food locally as possible; this is one of the main reasons that I have breakfast awards from the AA and Visit Britain. I have regular orders for fruit and vegetables, bread, sausages and other grocery items and have accounts in several shops in Castle Cary. I drive in there several times a week, but I try to avoid Saturdays if possible, because of the lack of convenient parking on that day. If I am collecting 10kg of sausages from Lush butchers, a weekly box of bread, four litres of milk and other dairy products from Martins or 2kg of bacon from Bailey Hill, I need to park outside the shops on the street; if I had to pay every time I went into Castle Cary I may well buy from the much more convenient supermarkets. The shops in Castle Cary need people to use them to stay profitable, and those people will go elsewhere if they have to pay. It is much easier to shop at Tesco or Morrisons, and push the trolley to your car, than to shop in Castle Cary for anything more than a few

items of food. Many of us do put up with the inconvenience of carrying shopping to the car simply because we want to support the local shops and produce, but, if it becomes even more difficult to park, then even those faithful ones will choose the more convenient option. Bringing in charges for car parking will be the start of the decline in support for local shops, before one starts to consider the cost to the people who work in those shops. My guests, especially those who are self-catering, enjoy visiting Castle Cary, and one of the benefits I can tell them about is the fact that car parking is free. Most shops in Castle Cary are independent and those who own them. It has been suggested by the Portas report that abolishing car parking charges will bring back vibrancy to towns that have them at present. . We have a vibrant town so why risk taking that away by introducing car parking charges? They can browse around the shops, buy food that they have sampled here, then go away to tell their friends how much they have enjoyed Castle Cary. I have friends in my cottages that advise, amongst other things, that most of the requirements for their weeks' stay can be bought in Castle Cary. I try to discourage them from using the much more convenient supermarkets. One of my regular guests (who stays here at least three times a year when bring her children back to school in the area) discussed the matter with me and indicated that, if car parking charges of any sort were introduced, she may visit Castle Cary once during her week stay, but at present she goes in several times and browses around the shops often buying things she did not originally go into town to buy. Many of our shops are the sort that need these 'browsers'; there are no empty shops in Castle Cary now and this is wonderful, the council must be glad of the Business Rates. If shops close the residents and visitors to Castle Cary lose a facility and the council lose an income. In short, if you want Castle Cary to remain the vibrant town that it is, which attracts shoppers from the local and outlying areas, and visitors from way beyond this, then please dismiss the idea of car parking charges.

Member of
public 19
January
2012

I believe if you introduce parking charges this will mean that people who use the town now (including myself) will simply shop in out of town retail developments. Castle Cary is a thriving market town with hardly any empty shops and if any become vacant they are quickly snapped up. I believe this is due to the ease of parking which helps the shopkeepers to maintain their position. If you take free parking away this town will die. Mary Portas' Review has recently highlighted this issue so please, please, please re-consider the proposal to introduce parking charges in Castle Cary or any of the market towns.

Member of
public 19
January
2012

Less people would come castle cary and therefore there a terrible loss of community in the area. Some shops would also go out of business because people would not want to park because of the price. I hope that you take these things into consideration.

Member of public	20 January 2012	I'm writing to make a formal complaint about the forthcoming tariff on parking in Castle Cary. I live 15 minutes walk from the centre of Castle Cary. I think it should be keep free for shop keeper, inn keeper, churches, Somerset museum and all other people that visit the town to park. (No tariff to be paid). I think that it's unfair to make Castle Cary pay for the privilege for paying when Shepton Mallet and other simmer places who have large TESCO or other large name organisation in place and are free. If I have to pay for parking in Castle Cary, I think it would be better to shop in Shepton Mallet or similar.
Member of public	20 January 2012	We support the views spelt out in the Cary4Cary consutation response.
Member of public	20 January 2012	I support the views spelt out in the Care4Cary consultation response!!! With todays difficult trading conditions, we should be encouraging people to come and shop on our High Street, not put them off by introducing unnecessary parking charges.....please have a re-think? There will be shop closures otherwise
Member of public	20 January 2012	I support the views spelt out in Care4Cary's consultation response. I can only shop in Castle Cary if I drive and park there. Forcing me to pay would discourage me visiting as frequently and I would most likely use superstores with their free parking much more. This would have a detrimental effect on small local shops, as you must know. Perhaps you should be seeking other methods of raising money.

Member of public	20 January 2012	<p>(a) The strategy document ignores the massive impact of free parking in out-of-town-centre retail developments (including supermarkets).(b) t does not give enough weight to the risks posed by new parking charges to businesses in market town high streets. Out-of-date research of dubious relevance is cited to support the view the risks are slight. These issues need to be re-thought taking into account the recent Portas review. c) The report mentions the important of localism, the special requirements of market towns and the importance of social and community impacts. But, in practice, these factors seem to be ignored in weighting and conclusions. Local views should not be outweighed by an "assessment tool". In short, the favoured policies risk entrenching out-of-date mistakes, overriding legitimate local views and undermining our market towns in ways which may well be irreversible. We believe the strategy document is fundamentally flawed in laying the foundation for more parking charges in Somerset's market towns. It should, instead, clearly state the County's policy as being no increased parking charges in market towns. We accept there should be an exception where charging is requested by a town or parish council as a proportionate response to heavy and persistent local parking pressures. But charges should only be introduced if on balance they improve, rather than erode, a particular town's economic and social fabric. Local people are best placed to make this judgement. If you would like to contact me I should be delighted to discuss this further</p>
Member of public	20 January 2012	<p>I wish to state that I support the views spelt out in the Care4Cary consultation response*.</p>
Member of public	20 January 2012	<p>There should be no charges for parking in Castle Cary, if charges are introduced this will discourage visitors and have a significant negative impact on local businesses in Castle Cary during this particularly challenging economic period.</p>
Member of public	20 January 2012	<p>One could ask why small traders in Castle Cary should not pay for parking just as Marks & Spencer or W H Smith do. This argument is dangerously flawed in several respects .Firstly it ignores the fact that there is not a level playing field. The retail industry operates on a system of volume discounts which mean that small businesses will never be able to buy at the same price as the giants. Free parking is not a subsidy but a vital rebalancing tool ! Secondly a large Tesco or Marks & Spencer does nothing to attract tourists . Small towns and villages need niche shops to add to the exsperiance of visitors who appreciate the history and quality of its buildings. You could say that they are earning a tourism bonus for the whole community and are rewarded with free parking</p>

Member of
public

20
January
2012

I support the views spelt out in the Care4Cary consultation response, believing parking charges will seriously damage my town.

Member of
public

20
January
2012

I feel that the SSDC are being very blind with these small Market towns. I believe yes something needs to be done within the town of Castle Cary, Somerset but there are plenty more options than adding parking charges! In our current climate I feel everybody should be pulling together and feel being a small business owner myself within the town of Castle Cary, Somerset, all local business entrepreneurs are fighting and pulling together to help each other through the bad and the good times but do not understand why the SSDC can not join them in trying to better peoples futures, instead of fighting against all small business holders within small towns like Castle Cary. I see parking charges being introduced to Castle Cary only to make the parking situation only worse. I believe people will park in residential areas to avoid any extra costs, especially workers within the town. This can only upset locals and cause "rift" amongst people that can not possibly afford the charges and have other worries. Even looking on a bigger scale causing people to possibly move out of the Market town due to the change in atmosphere within the town. Further more this is only one or two effects this will have on the town. Shop owners/ entrepreneurs could be forced to close due to people not using the town due to the inconvenience of parking and at a extra cost. The parking situation does need to be looked at within the town of Castle Cary but only in a few areas when lorries or buses are not able to get through due to over flow of cars parking within the high street. The two main places are opposite Natwest Bank and opposite Save the Children, possibly on Woodcock Street outside the dentist and housing opposite, the road can be left to narrow if cars are parked (especially four wheel drives) on either side if the road where parking is allocated. I would really like to hear anybodys point of view that will think parking charges will help Castle Cary in any way. As I see it as an extra cost that will surely soon be added to our business rates or council tax, so yet again the business owners are paying for another loss for there business! Local shoppers or visitors to the town will soon be far between as extra costs to parking will only encourage people to use convenience stores like Tesco, Morrisons or Asda etc. I really hope the SSDC can only see how much this could ruin a beautiful little Market town

Member of public	20 January 2012	Please note that as a shopper in Castle Cary I support the views spelt out in the Care4Cary consultation response
Member of public	20 January 2012	I support the views spelt out in the Care4Cary consultation response attached.I am writing regarding the parking strategy document which is looking at proposals to charge for parking in high streets - in particular Castle Cary.As a local resident, shopper and shop worker, I am extremely concerned about the impact that parking charges would have on local businesses and would urge that this is not seen as a simple quick fix to raise revenue.
Member of public	20 January 2012	We, of Sutton Montis, wholeheartedly SUPPORT the views spelt out in the CARE4CARY consultation document.NO PARKING FEES SHOULD BE LEVIED IN CASTLE CARY!!!
Member of public	20 January 2012	I support the views set out in the CareforCary consultation response.
Member of public	20 January 2012	PLEASE rethink your proposal to apply parking charges to Castle Cary. It is a remarkable town in that it has managed to preserve a very lively highstreet of shops, which allow its residents and local catchment (many old, many young and poor with families) to satisfy most of their needs without leaving the town. The majority of traders believe that parking charges will drive visitors away to use free supermarket carparks in Wincanton or Shepton. That cannot be good for business in the region and could impose real hardship on the local people. Please be alert to Cary's achievement.. (lack of a big supermarket on the doorstep is one positive contributor too... Look at poor Shepton's high-street's struggles...

Member of public	20 January 2012	<p>I live in Castle Cary and am aghast at the plans to introduce parking charges. I have no connection with local businesses and I suppose, as I live in the town centre (with my own drive) I might be thought of as a person who has much to gain from parking restrictions. But I think it is a terrible idea. It will kill the town's shops and other town centre businesses because people are used to being able to pop in for a few items and will instead drive to free parking at the retail parks in Wincanton and Shepton Mallet. Parking charges here will drive people out of town shopping centres, and further damage the businesses which are already feeling the effects of recession. The town centre is a conservation area and parking machines and "pay here" signs will blight the area, which is narrow and easily upset by visual clutter. The current system works well and there is a reasonable chance of finding a short term parking space at any time. If the existing time-limit restrictions were enforced then the system would work really well. One major reason for inability to enforce it is that many of the yellow lines have worn away and have needed replacing for years now. As a result the best efforts of the local PCSO have been frustrated. I have met no-one at all who thinks this is a good idea. I agree with everything which the local organisation Care4Cary has written and urge you to think again and not impose a measure which is opposed by so many people who live in and around the town</p>
Member of public	20 January 2012	<p>I wish to register that I support the views spelt out in the Care4Cary comments - and would add that many people are utterly dependent on travelling by car to shop in Castle Cary and it seems most unfair to use them as easy prey to raise money. If there were frequent, easy to use public transport options one might argue there was an alternative to using and parking cars.</p>
Member of public	20 January 2012	<p>I fully support the views set out in Castle Cary's document, the small towns are already suffering in the recession and many people shop there entirely because of the free parking. Supermarkets have free parking because it brings in trade, and the same will apply to towns like Wincanton and Castle Cary. Rural areas are already marginalized in many ways.</p>
Member of public	20 January 2012	<p>As a frequent shopper in Castle Cary I would like to express my opposition to any plans to introduce parking charges. Living in a nearby village I make many brief visits and I would be deterred from doing so if I had to pay charges each time. I think charges would be very bad for business in the town, at a time when small businesses need support.</p>

Member of
public

20
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I have lived in and around Castle Cary for the majority of my 27 years, and am writing to you to state my views on the proposed implementing of parking charges in the town. I am absolutely appalled that anyone would even consider applying parking charges to Castle Cary. It is a busy small town, with the majority of the shops being independent retailers, and it is my firm view that charging people for the privilege of parking in the high street-or indeed the car park-would sound the death knell for this community. Many people come from the surrounding villages and towns to shop and use the facilities in Castle Cary, and having spoken to many of these people it is clear that they would no longer use Cary as a place to do their shopping, support local businesses, or just have a coffee, if they had to pay to park there. Many of the independent retailers, which are already struggling to make ends meet in this current economic climate, would be forced to close down if any loss of custom arose from the implementation of parking charges. The vision of Castle Cary as a ghost town, with none of the bustle and business that I see on a daily basis, is a terrible vision. I, along with every single resident I have spoken to, will fight to the very end to keep these pointless, money wasting, beurocratic changes from affecting Castle Cary. I am in total support of the campaign group set up to fight these charges, and will happily add my support to any document or proposal they come up with

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I writing to you regarding the horrifying idea of the introduction of Paid Parking in Castle Cary I own a property in Ansford, Castle Cary. Castle Cary is almost my only source for shopping. It has everything that I need and I very very reluctantly make the car journey to Shepton Mallet or Wincanton to do my shopping. I can buy almost anything I need all my groceries, fish, meat, post office, library (which is having its hours reinstated), opticians, choropodist, hairdressers and barbers and the chemist. I can buy any gifts for family and friends, alcohol and clothes in both the new and second hand shops and I regularly meet friends for coffee in town and use the The George pub. Because I can park for free I spend many hours in town going into the different shops sourcing things I need. This has also created a wonderful community in the town. Everyone knows everyone and is extremely welcoming and because of this I choose to come back time and time again to give my business to Castle Cary. If you introduce parking fees my time will be limited meaning I have less time to give the town my business and I won't pop down for the odd thing I have forgotten on my previous trip if I have to pay for yet another parking ticket. The thought of having to pay and be time limited just to buy the time I need to shop is unthinkable. Castle Cary has a large and extensive support network from the local community. People also drive quite a distance because it is a rather unique town and they know they will be able to find something different from the rather monotonous wray of isles in our rather large supermarkets that appear to be monopolising the UK. How can you possibly think of destroying yet another community and

		<p>their businesses by introducing an unnecessary parking regime for a purpose I can neither see nor understand. By introducing parking fees you will be forcing us to rethink our shopping strategy and it is you who will be forcing us into the likes of Tesco's in Shepton Mallet. Please take responsibility for your actions and realise that we have chosen where we want to shop and do not want to be bullied into shopping elsewhere. I hope against all hopes that common sense will prevail.</p>
Member of public	20 January 2012	<p>I am very concerned with your current proposals, and that your consultation document is so incomplete and unprofessional. I do support the response from Care4Cary, and would like you to take that into account.</p>
Member of public	20 January 2012	<p>I SUPPORT THE VIEWS SPELT OUT IN THE CARE4CARY CONSULTATION RESPONSE, PARKING CHARGES BROUGHT IN IN CARY WILL BE DEVASTATING BOTH FOR RESIDENTS, AND TRADERS THIS CANNOT BE ALLOWED.</p>
Member of public	20 January 2012	<p>I am writing to say that I give full support to the argument outlined by the care4cary consultation response to the proposed plans for parking charges in Castle Cary.</p>
Member of public	20 January 2012	<p>I support the C4C views against the introduction/increase in Parking Charges in rural towns – in particular Castle Cary. These views are expressed clearly in the attached document</p>
Member of public	20 January 2012	<p>I am deeply concerned about the proposed parking charges for Castle Cary. The County Council strategy policy ignores 1) the massive impact of out of town retail developments including supermarkets; 2) that local people (town councils and residents) are best placed to make informed assessments and judgements on actions which may or may not benefit their towns. Castle Cary is largely served by independent retailers and, at present, all retail premises are occupied. The rang of goods and personal service attracts shoppers from a wide area. But with the present national economic climate many of these businesses are under pressure .FREE and easy parking at supermarkets (who, I believe, do not pay council tax on their parking facilities), will draw customers away ensuring the demise of small businesses and the erosion of the town's economic and social fabric. Please answer these questions: Will the proposed parking fees equal the loss of "business rates" to the County Council? Has any though been given to the probability of this situation arising? Research, which is out of date and of dubious relevance ,has been cited to support that risks are slight. These need to be rethought taking into account</p>

the recent PORTAS review. The report mentions the importance of localism, the special requirements of market towns and the importance of social and community impacts. In practice these factors seemed to have been ignored and some form of "assessment" applied. Research, which is out of date and of dubious relevance, has been cited to support that risks are slight. These need to be rethought taking into account the recent PORTAS review. The report mentions the importance of localism, the special requirements of market towns and the importance of social and community impacts. In practice these factors seemed to have been ignored and some form of "assessment" applied. Q. Please tell me on what basis did the council reach its decision to impose parking charges on Castle Cary? The general perception is your reasoning is that as other towns have parking charges it's "not Fair" if Castle Cary does not. Q. Are any of the people involved in this decision making familiar with the town, or, indeed, have ever visited it? Changes to existing arrangements should only be introduced when a town or parish council requests the imposition of charges to relieve parking pressure and when they improve the social and economic fabric of the town. I believe that the proposed changes will be to the detriment of Castle Cary

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The simple fact in our minds is that one of the advantages of shopping in Cary is the lack of parking charges and its local nature. If one were to take away the free parking, the attractions of out of town supermarkets will take on even greater significance. We struggle to compete on price for obvious reasons, so with the added cost and inconvenience of parking charges, people are going to increasingly migrate to shopping at the bigger stores. The High Street is in crisis already - this will be another nail in its coffin and will ultimately be a self-defeating act as you are likely to see a reduction of income as businesses fail and the High Street shops become nothing but a charity shop arcade. I hope that you will not inflict this on Castle Cary - a town that is just about surviving the current recession. I support the views spelt out in the Care4Cary consultation response attached

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Please note that I wish to support wholeheartedly the Care4Cary consultation response to your proposals on parking. The introduction of parking charges in Castle Cary would put at risk the survival of this (at present) successful small market town.

Member of public	20 January 2012	I am e-mailing to register my conviction that Castle Cary should not have parking charges imposed upon it. I shop regularly in Castle Cary and do not have parking problems. Should I have to pay, I would limit my visits severely. I support all the views that have been expressed in the Care4Cary consultation response.
Member of public	20 January 2012	When visiting Castle Cary over Christmas, I was told by locals about the plans you have to charge for parking in the town centre....what a shame!! Visitors like me love the convenience of being able to pop into charming villages and towns like Castle Cary, to get a space right next to a local shop, to buy what we need and then hop straight back into the car and away....a parking charge and all the hassle (need to have change....but have just arrived from overseas) and worry (have we got enough time left on the ticket to e.g. make that extra purchase or order pudding and coffee) that comes with it would be a big barrier to overcome and would make me think twice...wouldn't it be easier just to go to one of the big box stores and buy everything there? Or perhaps it would make more sense to stay in one of the bigger cities (Bath, Bristol?) anyway? At least there you know what you are letting yourself in for....Please rethink....your local towns are a MAJOR attraction for people like me....that's why we visit Somerset and spend!

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I am writing to register my objection to the proposal to introduce parking charges in Castle Cary. I was not aware that comments have been invited on this proposal until earlier today and as the deadline for submitting comments is less than one hour away, I do not have the time to go over the relevant policy documents. However, I feel strongly that it would be a mistake to make a change to the current situation and charge people to park in the town. My wife and I have run a Pilates studio and training centre in the town since 1996, which is used by people who travel to Castle Cary from some distance and often remark on the fact that it seems a thriving small market town, with interesting shops and a lively character. What our clients don't necessarily realise is that in the 15 years that we have been operating, we have seen a constant turnover of businesses and that the commercial success of the town depends on a continuing symbiotic relationship between all the existing shops and services. It is stating the obvious to mention that the economic situation, out of town superstores and the increasing use of online shopping is making it increasingly challenging to run small businesses and for local people to find work in and around Castle Cary. It seems perverse to make it more difficult by charging people to visit the town, which depends on people 'popping in' from the surrounding villages to make the most of the amenities. I have provided an opportunity for our clients to add their names to a petition at the Scott Studio. I have been surprised at how keen people have been to sign it and how strongly they feel that it would be inappropriate to introduce parking charges of any kind. I have widely discussed the proposal with local traders and residents and have not found anyone who thinks that it will benefit the town at all. I hope that this plan, which seems more suited to a larger town, does not go ahead. It is difficult to be anything but pessimistic about the effect it would have on our town if it does.

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Comments on SCC Draft Countywide Parking Strategy (the "strategy document") from Care4Cary

Member of public	20 January 2012	It is with dismay that I read of your plans to charge for parking in Bruton. The lack of provision of a decent car park has blighted us for years obviating the need to park on the street. Your idea will place more pressure on extremely hard placed shops, businesses. Small towns like Bruton - Castle Cary rely on the provision of parking near the few shops we have. It is rarely policed so the parking restrictions are abused ie the 2hr allowed. Charge to park and no one will be able to park and Shop. Councilors of which I was one have fought hard to keep the town commerce alive, you in one fell swoop will kill it.
Member of public	20 January 2012	I am totally opposed to car parking charges being put on car parks and roads in the Town of Castle Cary Somerset. We will lose a lot of our shops and businesses who are not finding it easy with the financial situation in the country at the moment. We have functioned without charges very well and have a vibrant town where you can buy everything you want without having to travel miles. A lot of surrounding villages use our Town for their weekly or daily shopping and charges will reduce the times they make a visit. To stop the Town dying we must not have charges.
Member of public	20 January 2012	I strongly support the views expressed in the Care4Cary consultation response. I have seen the document listed below and fully endorse its contents.
Member of public	20 January 2012	1. The evidence used in the document was obtained in 2006, six years ago. In 2006 the economy was seen to be strong whereas we are currently in a period of major and serious recession and there is every chance that it could become worse with the possibility of the collapse of the Euro. This recession has understandably changed shopping habits and made people far more cautious in terms of spending. Figures gained in 2006 have no validity in the current economic climate. 2. The council has shown no proper evaluation of the retail impact of the implementation and/or raising of parking charges on town centre businesses. It blithely states that businesses could expect a 20% downturn in business for the first 6 months of parking charges being introduced. A 20% downturn in the present climate could be the final straw for many town center businesses and deprive both local and national government of valuable revenue obtained through the business rate, income tax and national insurance. It could potentially put former employees on benefit at further expense to the government. In my view the fact that this

document is not accompanied by an independent, properly constituted Retail Impact Assessment renders it invalid. 3. The study takes no account of the provision of free parking at supermarket and out of town shopping sites. It also takes no account of the growth of internet shopping from 2006 to 2011 and parking charges are surely going to assist the growth of internet shopping. 4. The report is based on 7 case studies (Birmingham 1,036,900, Edinburgh 486,120, Ipswich 125,072, Oxford 165,000, Sheffield 513,234, Winchester 41,420) with populations considerably more substantial than Castle Cary & Ansford which has a combined population of 3,500. Castle Cary/Ansford serves a network of local villages and it should be compared to market towns of a similar size serving a similar rural population. 5. Somerset is a county that derives revenue from tourism. Part of its attraction is the rural nature of the countryside and market towns. Finding a car park, finding the change to pay with, is the kind of thing that makes one groan in the best of times. It is often just easier to move onto the next site when you are hoping to relax on holiday. Many visitors say they would not visit Castle Cary if they had to pay a parking charge. 6. The Parking Strategy Document takes no account of the recent recommendations of the Portas Report which strongly recommends making town centres become more user friendly with reduced or no parking charges. My own trading association The Booksellers Association has made the several recommendation to the Portas Report including "Better parking strategies should be introduced by local authorities to encourage more people into town centres". 7. It seems clear that the major changes are taking place at a parliamentary level regarding Local Government and Communities. It is being proposed the business rate returns to local control, a move I support as I think it would bring a sense of realism to local government. Parking charges are part of a major debate now being conducted and it would seem reasonable that SCC follows this debate closely before instituting changes that could inflict considerable damage on the local economy at a time of major economic stress. Thank you for taking the time to read these objections.

I am writing to confirm that I fully support the views spelt out in the Care4Cary consultation response.

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Member of public	20 January 2012	I support the views spelt out in the Care4Cary consultation response. If you want to see the increased demise of the small towns in Somerset than please feel free to ignore this response
Member of public	20 January 2012	As the owner of a small business in Castle Cary since 1 June 1994, I fully support the views expressed in the Care4Cary consultation response which I have attached
Member of public	20 January 2012	We strongly support the views spelt out in the Cary4Cary consultation response. We believe that free parking is a vital feature of Castle Cary and that to introduce charges would have a disastrous effect on the town.
Member of public	20 January 2012	If the Council wants to kill shopping in Castle Cary impose charges for parking. Please think it little farther than your avaricious noses.

Member of
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I've been a resident of Castle Cary for 16 years and lived within a couple of miles for 10 years before that, so know - and care about - the area and how it survives the economic traumas we're all experiencing. It makes no sense at all to impose parking charges on the town at any time, but to do so now would be, at best, insanity. More appropriate words might be thoughtless and delusional. It's not green. It's extremely bad timing. It will damage our, already struggling, retail businesses by sending shoppers elsewhere. The other towns already have to pay for parking is no argument at all in a country where, self-evidently, one size does not fit all. To the casual visitor Castle Cary may look like a prosperous little town, but though shops are let, the churn is high because footfall is low and businesses struggle - even in relatively normal times. Now, when everyone is looking for cheap Internet bargains, everything possible must be done to encourage people to support their local high street and preserve the local shopping environment. If Somerset County (and South Somerset District) Council really has the best interests of both its population and the environment, it will do everything in its power to help local independent businesses to survive - not the opposite. Unless, of course, your agenda is to promote out-of-town retail outlets? For goodness sake - don't we all know better than this by now? Most people recognised the realities long ago and now not only has Mary Portas flagged up the dangers of such policies recently, but even Ed Miliband seems to understand the dangers. I would rather pay a higher community charge, if you need the revenue so badly and better yet, see the imposition of parking charges on the big, out-of-town retailers which might at least begin to tip the playing field slightly nearer a horizontal position.

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It is vital that thriving market towns such as Castle Cary retain free carparking, both in designated areas and on street. To remove such service would destroy the town. As a life long resident have observed how on street parking slows down passing traffic and yes causes holds ups on a few occasions but that is a small price to pay !

Member of public	20 January 2012	Castle Cary is the same size as Stalbridge. The shop owners of Stalbridge came to an agreement with North Dorset County Council that, by paying an extra business rate, they would not need to continue with the proposed car parking charges. I believe you in South Somerset should explore this avenue.
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Member of public	20 January 2012	<p>I am writing to you in order to formally lend my support to the Care4Cary (C4C) Consultation Response. Whilst I suspect everyone is fully aware of the need for councils to meet revised budgets in line with government requirements you will also be familiar with the need to balance resulting austerity measures with a continuance of the provision of order, basic services and, ultimately, an assurance that the fundamental fabric of life is not irrevocably disturbed. In this instance you may regard such an ethos as somewhat high-handed. Market towns across the country have, for many years now, struggled to keep step with the growth of the out of town superstore model. In extreme cases this has led to an erosion of all identity and, in towns where proud traditions once prevailed, a collection of charity shops, cheap chains and boarded shop fronts now stand. Take a stroll through Shepton Mallet high street to appreciate the veracity and pertinence of this observation. There are many more examples. The imposition of parking restrictions and introduction of pay for parking schemes will not, in itself, bring about the demise of market towns such as Castle Cary. Placed alongside the supermarket model where free parking is assured, however, it is a policy most probably infectious enough to cause irreversible damage and add another town, once an example of quintessential English life, to join the ranks of the neglected and forgotten - a testament to a time when government, both central and especially local, for want of an ethical, caring and sensible forward-thinking approach, could simply not be bothered. I trust you will dutifully consider my comments in conjunction with those submitted by other, like-minded, supporters. Ultimately there is nothing to be gained from creating an impoverished ghost town, pushed to extinction as successive schemes divert commerce to faceless conglomerates</p>
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Member of public	20 January 2012	My objections to the above is that any variation of the present system will probably alter forever the shopping area of our town. Any slight delays to traffic are only for a small amount of time and most people can absorb this slight inconvenience. In any event, where is the morality that allows near monopoly supermarkets unrestricted free parking whereas your proposals may mean the death of several small businesses.
Member of public	20 January 2012	I would like to say that I fully support the views spelt out in the Care4Cary consultation response. Just look at Shepton Mallet to see how parking charges are helping to kill the town centre.
Member of public	20 January 2012	I support the views spelt out in the Care4Cary consultation response attached I object in the strongest terms your proposal to start car parking charges in Castle Cary. Why? So you can receive more income through the back door because you are not allowed to increase Council Taxes? Have you done a proper study to see how much you will gain from this move? And how much will the Traders of Castle Cary will lose as people stop going there?
Member of public	20 January 2012	I am a fairly regular visitor to Castle Cary and hope to be there even more when a good friend moves to the village shortly. One of the most attractive things about Cary is its vibrancy and amazing independent shops and eating places. It is a place that I will travel 90 miles to visit on a regular basis to make unusual purchases and enjoy good meals and being able to park for free is a big part of that attraction. So many places are suffering with empty shops and the slow death of the community particularly where parking charges are high (as they all seem to be these day) as one has to think twice about the amount of times you visit them. Many times for local people the visit would be of a short duration, just popping in for something that has run out, and it is my firm belief that these small but vital purchases would cease to the detriment of the businesses if they have to factor in the extra cost of parking. In the end you would do without or wait until you visit a large supermarket where there are no parking charges. I do

understand that in these difficult economic times that councils have to look for ways to boost their income but I have been told that supermarkets are not charged rates on their huge car parks - why is this? Of all the businesses that could afford to pay extra they are the ones. Cary is one of very few places I have visited where there are no empty shops which is an achievement in itself. Please don't jeopardise a real jewel in your county by introducing parking charges which will have a huge impact on the community.

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We are a small new business in Castle Cary, and we strongly object to Parking Charges in Castle Cary, There is not enough car parking spaces in castle Cary to justify, 1) The cost of installation of the equipment. 2)The Maintenance of the Ticket Equipment, 3) The wages of a full time or even part time car park attendant, and any time commitment, less than once a day would be totally pointless. All that I have stated above does not include the increased congestion of the already full and abused on street parking which makes it very difficult to drive, even a small car through Cary let alone the constant large lorries and buses that go through Cary, causing long delays and holdups.This will mean that it will drive away the small amount of customers that all of the small businesses like our selves count on to survive, as they will just go to the near by large super markets, and avoid us. It is still in the balance if we are able to afford to carry on trading in the present climate, or if we are going to have to let this shop go, and remain empty, which is a certainty if these Parking charges come in.We are all struggling businesses at the moment, and if we are put under, even a very small amount of extra pressure, we will no longer be able to trade, and you will have condemned another small business, Town and community, to extinction I support the views spelt out in the Care4Cary consultation response attached.

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Member of public	20 January 2012	I wish to support the views spelt out by the Cary4Cary consultation response. I fully support the idea that local people have an understanding of their area and will make better informed decisions. I will think twice about 'popping' to Castle Cary if there are parking charges. I have limited time, run a small business myself and from the convenience point of view of change alone I might find it easier to get food items from Morrisons and do my banking on a Saturday in Yeovil where I can do other business. What I get from popping to Cary is hard to describe, takes ages to build up and could be over in minutes if parking charges persist. The sense of community, catching up with clients, chatting to shop keepers all on an informal basis keeps communities alive. Parking charges will erode this sense of community
Member of public	20 January 2012	We are totally opposed to the introduction of car parking charges in Castle Cary. Castle Cary is at the moment a very vibrant town due to it's variety of small shops which are remaining open by the skin of their teeth. The introduction of parking charges would dissuade shoppers from coming to the town and severely reduce the income of most shops forcing the closure of many. Elderly residents who either cannot drive or do not have a car would therefore be less likely to be able buy what they need in the town and would be forced to use inconvenient public transport to one of the major local towns where it is most likely they would do all their shopping thus reducing income to the remaining shops in the town causing further closures. We do most of our shopping in Castle Cary even though we have a car as we feel it so important to support our local traders. Car parking charges would not affect us personally as we live close to the town centre and have off road parking
Member of public	20 January 2012	I am a Castle Cary resident and very concerned regarding you proposed implementation of car parking charges proposed to be introduced in April 2012 in Castle Cary. I have resided in Castle Cary for the last 16 years and feel the charging will affect the popularity of the town with car drivers who shop and the support the local businesses . The effect of charges will be seen as additional costs not associated if you shop at any major supermarket. I assume you have taken this into account as part of your analysis and would be please if you could explain your reasoning and the evidence you based this on .

Member of public	20 January 2012	I am writing to protest about the proposed car parking charges in Castle Cary. I live at the sheltered housing scheme (Yarlington) in Catherine's Close. I am very worried that as a resident, I will be unable to park my car in the Close, when you bring in parking charges. Catherine's Close is a private road, very close to the town centre. Other car drivers will just park their cars here (causing chaos) just to avoid the parking charges, leaving the residents nowhere to park! I also support the views spelt out in the Cary4Cary consultation response. and I am very unhappy about your proposals.
Member of public	20 January 2012	I am writing in connection with your recent transport document which, I understand, is to be debated shortly. This document appears to be massively flawed. It has not taken account of recent developments and is liable to enshrine erroneous concepts that will have a devastating effect on local communities throughout the county. It is now fully understood that imposing park charges in small towns has a devastating effect on local shops and contributes to the current erosion of high street shopping that is becoming a national catastrophe. All you will be doing by following the policy laid out will be to play into the hands of out of town supermarkets where the parking is free. Do you really want to kill off your local communities? Another point that should be born in mind is that it has recently been established (through, for example, the legal challenge to Westminster Council's new parking policy) that it is illegal to impose parking charges for the purpose of raising revenue. I realize that many councillors are attracted to parking charges because they imagine it is a way in which they can take pressure off council taxes and shift the burden on to the motorist. But this is an unfair and illegal way of going about things. Furthermore it is also suicidal, since the net result will be to reduce the number of businesses in the county and thereby the number of potential sources of revenue through taxes. If Somerset County Council adopts a policy of using parking charges to raise revenue then it is likely to meet a series of costly legal challenges and may in addition have to face the payment of costly fines if the cases go against them.
Member of public	20 January 2012	There would be a very sad closure of many important local shops such as butchers, bakers, hardware and bookshops, if this goes ahead over the next year or two, as many are <u>literally struggling to survive</u> as it is!! The quality of our Somerset life would be very badly affected. The report from SCC uses a very old and dubious "assessment tool" and although the importance of the special requirements of market towns is mentioned, in practice, these points are not reflected in the conclusions! Please do not proceed!

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The strategy document ignores the massive impact of free parking at out-of-town retail developments (and supermarkets) on small towns. Car drivers will gravitate to such places regardless of the distance for ease and this will not only increase carbon emissions, (something the report does draw attention to) but also have a devastating effect on the viability of small independent businesses in the market towns. Ensuring economic wellbeing providing free parking for tourist and those coming from local villages is a must. Out of date research of dubious relevance is cited to support the view that the risks are slight. These issues need to be re thought in light of the Portas report. The report mentions the importance of localism, but in practice these factors seemed to have been ignored in weighting and conclusions. I believe the strategy document is fundamentally flawed in laying the foundation for more parking charges in Somerset's market towns. It should, instead clearly state the County's policy as being no increased parking charges in market towns. Charges should only be introduced if on balance they improve, rather than erode, a particular town's economic and social fabric. Local people are best placed to make this judgement.

Compass Disability Services Focus group responses:

Subject	Comment	SCC response	Action for SCC
Abuse of blue badges	Concerns were raised that spaces provided for blue badge holder are abused by people not entitled to do so (either without a badge or with a badge that is used inappropriately or fraudulently).	Through our application for Civil Parking Enforcement powers Somerset County Council hopes to be able to reduce this type of behaviour. By supporting the national standard for blue badges we also hope to reduce the use of fake or otherwise invalid blue badges.	These comments will be shared with the group responsible or implementing these measures, to help inform their work.
Ability to request the provision of an advisory bay.	There was general support for this policy but concerns were raised over how easy getting a space was achieved in practice.	It is vital that our policies are put into action effectively and we will work to ensure how requests should be made and are processed is clear.	This issue will be raised with the group responsible for considering these requests to help make sure the process is properly explained.

Number of blue badge spaces provided.

It was suggested that the number of blue badge spaces provided was too low and that standards should be linked to the number of blue badge users, to make sure they are set at the right level.

The strategy increases a number of the standards from their previous levels, in line with best-practice guidance. However, making sure our standards reflect real life is an important part of this strategy. Therefore, following the focus group, the proposed standards were reviewed against actual numbers of blue badge holders. The Department for Transport's publication 'Disabled Parking Badge Statistics' (2011) shows blue badge holders as making up 4.9% of the population. All of our standards provide this level of parking spaces except for parking at existing employment premises, which is set at 2% plus a space for each disabled employee. However, as another Department for Transport publication (2008) 'Research with Blue Badge Holders' suggests only around 5% of blue badge holders are in full or part time employment, this level of parking should more than meet the demand at these land uses. Therefore, it is felt that the standards proposed equal (or exceed) the proportion of blue badge holders that would want to use each type of parking.

The review undertaken suggests the standards proposed are appropriate, so they have been retained. However, the review process was a useful and sensible suggestion which we appreciate.

The number of blue badge spaces at specific locations.	Concerns were raised over under-provision at specific developments.	As a strategic document the strategy cannot consider individual sites in detail. However, it aims to provide the right tools to help avoid this type of issue in the future. In particular the strategy makes it clear that different developments and different places have different needs and tries to provide the flexibility to address them, avoiding a one size fits all approach.	No change to the strategy.
Design and layout of spaces.	It was suggested that blue badge spaces should be closer to the facilities served by a car park than 50m and that more vertical clearance was required for hoisting wheelchairs onto some vehicles. The need for level access to and from spaces was also raised.	The policy agrees that 'spaces for blue badge holders should be as close as possible' to the facilities they serve. However a specific value is included in recognition that practical considerations may affect how close this can be in certain situations. The vertical clearance stated was derived from best practice guidance (as referenced in the strategy) and is designed to balance the needs of drivers larger vehicles equipped with hoists with the need to make the standards achievable in as many developments as possible, in order to broaden access as far as possible. The strategy also supports the provision of firm and level access to blue badge spaces.	No change to the strategy.

Charges.	Questions were raised over why charges were made for users of blue badges in some car parks and not others.	The setting of charges in publicly owned car parks is the responsibility of the relevant district or borough authority and is, therefore, beyond the influence of the strategy. However, the strategy does seek to encourage the consistency of charges between similar settlements, which would help address this problem.	No change to the strategy.
Railway stations.	The group discussed why the percentage of blue badge spaces required in station car parks reduced for larger car parks.	Since the meeting it has been clarified that this is because car parks at stations with over 200 spaces would also be required to provide 4 extra reserved spaces. This would act to make the level provided comparable to the standard for smaller station car parks.	No change to the strategy.
Anti-social parking.	Concerns were raised over pavement parking and how a website would help reduce antisocial parking.	Through our application for Civil Parking Enforcement powers Somerset County Council hopes to be able to reduce this type of behaviour. A website would be designed to help people understand the problems associated with anti-social parking and the possible remedies available. This measure is included as one option for helping to achieve our wider policy objectives and would only be implemented where it would be appropriate.	Text to be added clarifying the role of 'supporting strategy options'.

Engagement in new developments.	It was suggested that it would be helpful if people with different disabilities be included when designs for new developments are considered.	Somerset County Council would encourage developers to engage with as wide a range of potential users as possible. However, the period in which the authority is able to input into developments tends to be relatively short. Therefore, whilst best practice guidance is always considered, it would often not be possible to engage directly with users. However this idea will be passed onto the relevant group within the council for their consideration.	This idea will be shared with the group responsible, to help inform their work.
Individual written responses.	Participants were also given the opportunity to submit their own individual written comments after the group met. These generally supported the views expressed in the meeting, as summarised above. They also included a range of specific suggestions about particular issues, like the design and layout of spaces. Unfortunately it is not possible to summarise all of the comments here but the response on the right explains how we will make use of them.	These responses helped us to balance the different views expressed by participants and were used to help inform the responses made above. As a strategic document, the strategy cannot consider individual sites or issues in detail. However, this valuable feedback will be shared with the group within the council responsible for considering applications for development, to help inform their work.	The individual written responses will be shared with the group responsible, to help inform their work.

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