

Cabinet

16 July 2015

Stratford to Long Marston Greenway; Introduction of Car Parking Charges

Recommendation

That Cabinet approve the introduction of the parking charges detailed in paragraph 2.2 of the report at the Stratford to Long Marston Greenway.

1.0 Context

- 1.1 Warwickshire's Country Parks comprise 5 parks and 3 greenways (dismantled railway lines used for walking, cycling and horse riding). As envisaged by the enabling legislation (The Countryside Act 1968) country parks are free to enter. However, the service already operates commercially, raising approximately 80% of running costs, including staffing costs, as income (£845k in 2014/15). More than half of all income is derived from car parking (day charges and permit sales) and the power to charge for parking is set out in Section 43 of the Countryside Act. Other sources of income include rents, concessions and licences, retail, angling, events, and education. Rural Services within which Country Parks sit (along with Forestry) are required to deliver significant savings by 2017/18 as part of the One Organisation Plan.
- 1.2 The changes towards a fully commercial service have been ongoing for a number of years. The service has rationalised its holdings, divesting land that does not fit the portfolio, and has externally commissioned much of the service activity to private and third sector organisations (cafes, sailing, jet ski, cycle hire, children's farm, camping and caravan site, and a range of other services from ice cream concessions to donkey rides, miniature railways, pedalos and bouncy castles). Further income gains will inevitably be difficult to achieve.
- 1.3 The Stratford to Long Marston Greenway is an anomaly in that it is the only site where parking charges are not currently levied. The Greenway has 2 car parks. The larger one at Seven Meadows Road, at the Stratford-upon-Avon end of the greenway, has 24 lined spaces and a larger overflow area. On clement weekend and holiday days, all spaces, lined and overflow, are used. A second small car park exists at the mid point of the greenway towards Long Marston, at Milcote, opposite to the second railway carriage cafe.

- 1.4 Section 7 of the Countryside Act 1968 gives the County Council powers to provide, maintain and manage country parks and to do other things in connection with the provision of a park including the power to provide facilities and services for the enjoyment or convenience of the public. Such facilities and services may include parking places for vehicles. Section 6 of the Act says that these powers “shall be exercisable for the purpose of providing, or improving, opportunities for the enjoyment of the countryside by the public”. Section 43 of the Act adds a power to make “reasonable charges” for any facilities or services, including parking places, provided under the Act. There is no requirement that charges be confined to recovering the cost of providing parking places but the power to charge is ancillary to the power to provide a country park and should be exercised with regard to and in a manner consistent with the purposes of providing country parks and their related facilities and services.
- 1.5 A report to the Portfolio Holder for Environment of 23 January 2015 gained approval necessary to undertake a consultation on the introduction of parking charges at the greenway.

2.0 Consultation

- 2.1 Proposals to introduce car parking charges are often contentious, particularly where users have previously enjoyed free parking. Care was therefore taken to engage with all stakeholders via a range of channels, including;

Greenway users (walkers, runners, cyclists and horse riders) – questionnaires were completed by face to face interview to obtain quantitative and qualitative information. An electronic version of the questionnaire was included on the Ask Warwickshire web site with a direct link from the Country Parks pages.

Local Members, Stratford District Council, Town and Parish Councils – informed of consultation methodology in writing and invited to submit views
Local residents - informed by letter drop and site notices (the letter drop area was later extended to include more streets as a result of dialogue with interested parties). Plans showing the greenway car parks, and the area of the residents letter drop is at Appendix 1.

Concessions (railway carriage cafes and cycle hire) – face to face meetings and invitation to make written representations and ongoing dialogue.

Greenway Volunteers (who operate a rota to open and secure the Seven Meadows car park) – as concessions above.

- 2.2 The consultation included a proposed parking tariff of 50 pence up to one hour, £1.00 up to 2 hours, £1.50 up to 3 hours, £2.00 up to 4 hours and £3.00 all day, but with no overnight parking permitted. For regular users, good value 6 month and annual permits would be available at £24.00 and £36.00 respectively. The proposed tariff is deliberately set below the on and off-street values in Stratford.
- 2.3 The consultation ran from 27 January 2015 to 27 March 2015 and was further extended to enable ongoing dialogue with interested parties.

3.0 Consultation; Results and Responses

- 3.1 A total of 198 questionnaires were completed; 151 online and a further 47 by face to face interview. The late winter timing of the survey meant that the majority of respondents were local, regular users of the greenway, rather than day visitors who swell usage in the more clement months. Written responses included 3 petitions signed by 114 local residents, and a further 27 written responses.
- 3.2 The questionnaires and consultation responses were analysed by the Warwickshire Observatory, and the report attached as Appendix 2. The report is also published on the Council web site.
- 3.2 Findings from the survey questionnaires showed that a majority of respondents;
- o disagreed with the principle of country parks being self financing
 - o disagreed with charging for parking and the proposed tariff
 - o would visit less often if charges are introduced

However, although the majority of respondents (79%) were against charges, a significant minority (21%) either agreed with charges, or did not disagree.

- 3.3 The main concerns expressed within the questionnaires and other written responses can be grouped into common themes.

Concern	Response
<p>Health and well-being, charges suppressing greenway usage The Greenway is one of the few non-commercialised public spaces in Stratford. It is well loved and is used by dog walkers, and people of all ages for healthy exercise that adds to general well-being. Introducing charges threatens this.</p>	<p>Usage levels at other greenways without the benefit of car parks, or with paid parking nearby, demonstrate that there is no significant deterrent effect. It is also possible that some existing users will choose to walk or cycle rather than bring a car.</p>
<p>Existing residential parking issues Local residential streets are already badly affected by on-street parking. Some respondents cited parking for local schools (e.g. KES) and also by shoppers and commuters due to the proximity to the town. Vehicles blocking drives and/ or vehicles parked on tight bends on narrow estate roads and cul-de-sac's give rise to safety and access concerns.</p>	<p>This pre-existing issue is not attributable to the greenway car park, which, unlike all other sites with the Country Park portfolio, is currently free. These responses have been forwarded to the Traffic Management team within the Council for ongoing consideration.</p>

<p>Charges will exacerbate parking issues in nearby streets Introducing charges at Seven Meadows Road car park will result in displacement parking in the vicinity of Old Town Mews and Wetherby Way. 1 respondent stated that people unloading bicycles from cars had been witnessed in Old Town Mews. Some respondents stated that resident parking should be resolved in advance of charging.</p>	<p>Consultation responses have highlighted an existing issue with on street parking. However, this is not in large part attributable to the greenway, where the car park is currently free. Any displacement should be mitigated by promoting good value permits to regular users, together with a reasonable hourly tariff. Publicity and signage will also inform visitors that all monies are reinvested in the greenway and country parks service</p>
<p>Charging at Milcote will result in more parking on the road verges There are already problems with cars parking on the verges on a narrow country road with fast traffic.</p>	<p>Parking is very limited at the small Milcote car park. We are mindful of not displacing paid parking users at Seven Meadows towards free, but insufficient, parking provision at Milcote.</p>
<p>Volunteer Group goodwill and resource is undervalued Respondents are aggrieved because the Greenway Volunteers have managed Seven Meadows car park effectively, ensuring it is secured and unlocked 365 days of the year, on behalf of the Council. The group will disband in the event charges are introduced.</p>	<p>The Country Parks Service acknowledges that the volunteers are doing excellent work in managing the Seven Meadows car park locally via a locking and unlocking rota. The current proposal to introduce parking charges is a response to budget and savings challenges and not in any way a reflection on the effectiveness of volunteer efforts.</p>
<p>Antisocial behaviour at Seven Meadows car park Problems such as 'road racers' will return if the car park is not managed (by the volunteers).</p>	<p>The car park will continue to be locked and unlocked each day with egress via dragons teeth as is currently the case.. In addition, there will be visible patrols to check tickets.</p>
<p>Insufficient consultation / business case The consultation period was insufficient and the consultation did not include fully costed proposals for income and running costs.</p>	<p>The consultation window was extended and no responses received have been 'timed out'. It is accepted that a full detailed analysis of potential income and expenditure has at this stage not been completed, there are however various options to explore for managing parking on a pay and display basis (for example, early discussions with a local parking company have confirmed an interest in managing parking on a profit share basis) and any chosen approach, including applicable tariffs, will need to</p>

	deliver a financial surplus.
<p>Facilities and concessions The greenway has few facilities compared to other country parks and is not therefore similar. Car park charges may jeopardise the viability of the cafes and cycle hire businesses.</p>	<p>The Greenway has 2 cafes and a cycle hire concession, as well as managed car parks. This is more than the level of service offered at many countryside sites, including other country parks in Warwickshire, where parking fees are in operation. Any impact on trading operations will be monitored.</p>

4.0 Impact of the proposals

- 4.1 **Finance.** The Country Parks service, in common with many of the discretionary services offered by the Council, are subject to significant savings challenges under the Council's One Organisational Plan. Car parking is the largest income stream for country parks and the introduction of car parking charges at Stratford Greenway will help to meet those challenges and protect services for the future. Based on experience of parking charges at other amenity sites a conservative gross surplus estimate of £20,000 - £25,000 should be achievable, but this may be more after any initial user displacement settles.
- 4.2 **Equalities.** An Equalities Impact Assessment (EIA) was completed for the proposal. None of the stipulated groups were considered to be affected any more than the general populace. In common with other country parks, a 20% discount is available for permits on production of a Blue Badge. Drivers increasingly expect to pay for parking at managed amenities and the modest tariff together with the availability of good value permits does not unreasonably disadvantage those benefiting from a discretionary service.
- 4.3 **Environment and Health.** There is no intention to change the current arrangements in terms of the formal and informal surfaced areas within the car park areas and the infrastructure required is therefore limited to pay and display signage and pay machines. The environmental impact is therefore low. The greenways have a positive impact on health by providing venues for traffic free walking, running, cycling and horse riding. Although it is asserted that parking charges may deter some users, it is also possible that some users will choose to walk or cycle rather than arriving by car. Usage levels at other greenways without the benefit of car parks, and/or those with paid parking nearby, suggest there is no deterrent effect.

5.0 Conclusion

- 5.1 Stratford Greenway, in common with our other Country Parks and Greenways, is a popular and highly regarded public amenity provided by the Council.

- 5.2 Whilst car parking charges is something that clearly evokes strong public reaction, it is also the case that all monies received are directly utilised within the service and this is something that will be further communicated to service users if/when charges are introduced. Use of the Greenway will remain free for walkers, cyclists and horse riders. Only those users choosing to leave a vehicle will incur a charge. Good value permits will be available for regular users.
- 5.3 In order to protect and sustain these popular services for the future it is necessary to introduce car parking charges at Stratford Greenway, in common with other amenities, as part of an ongoing drive to make the services self-financing. Subsequent changes to the fees introduced will be considered as part of the established arrangements for reviewing fees and charges across the County Parks portfolio.

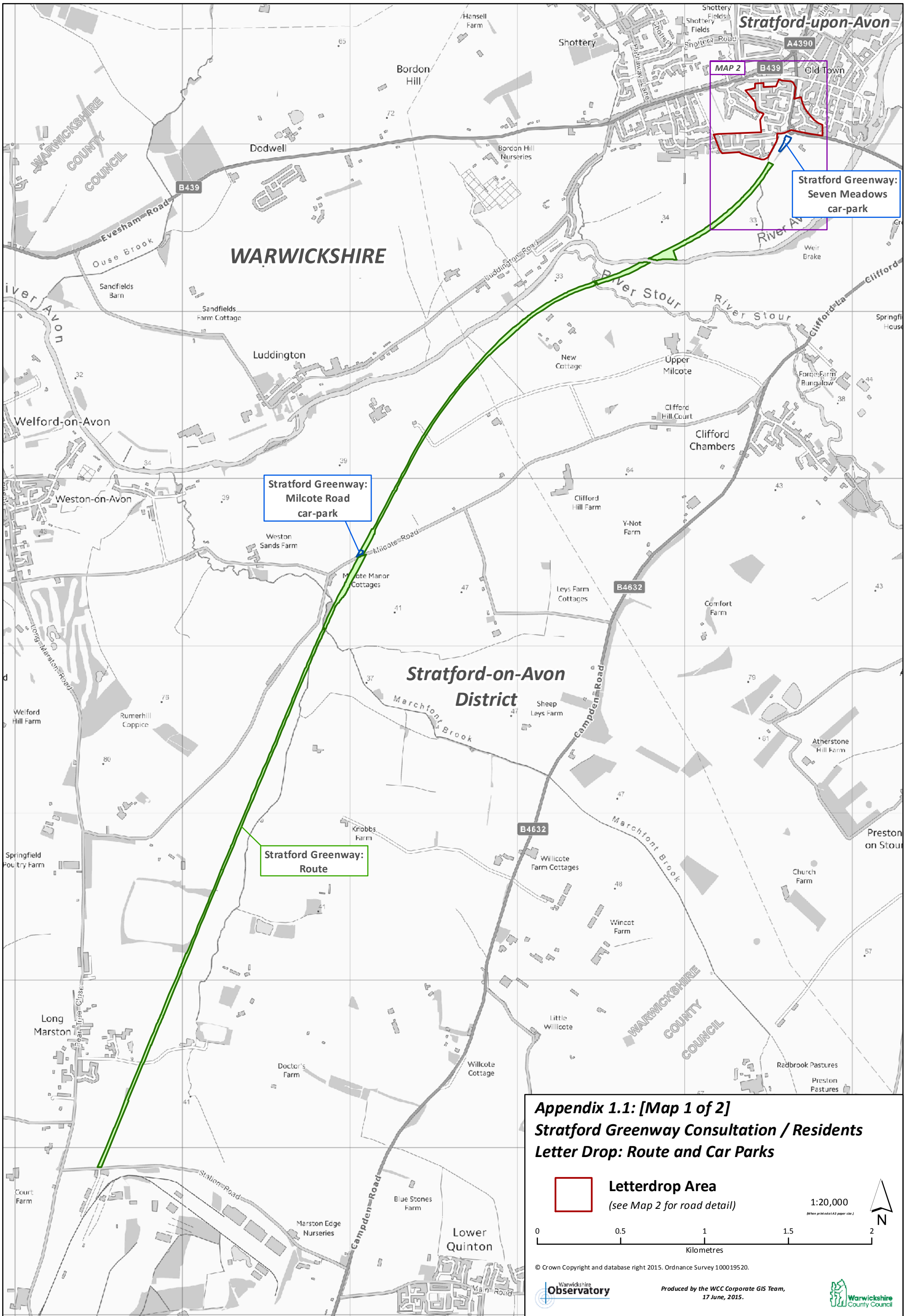
Background papers

Petitions, letters of support and objection, EIA

Supporting documents

Portfolio Holder report & decision of 23 January 2015

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Appendix 1.1: [Map 1 of 2]
Stratford Greenway Consultation / Residents
Letter Drop: Route and Car Parks

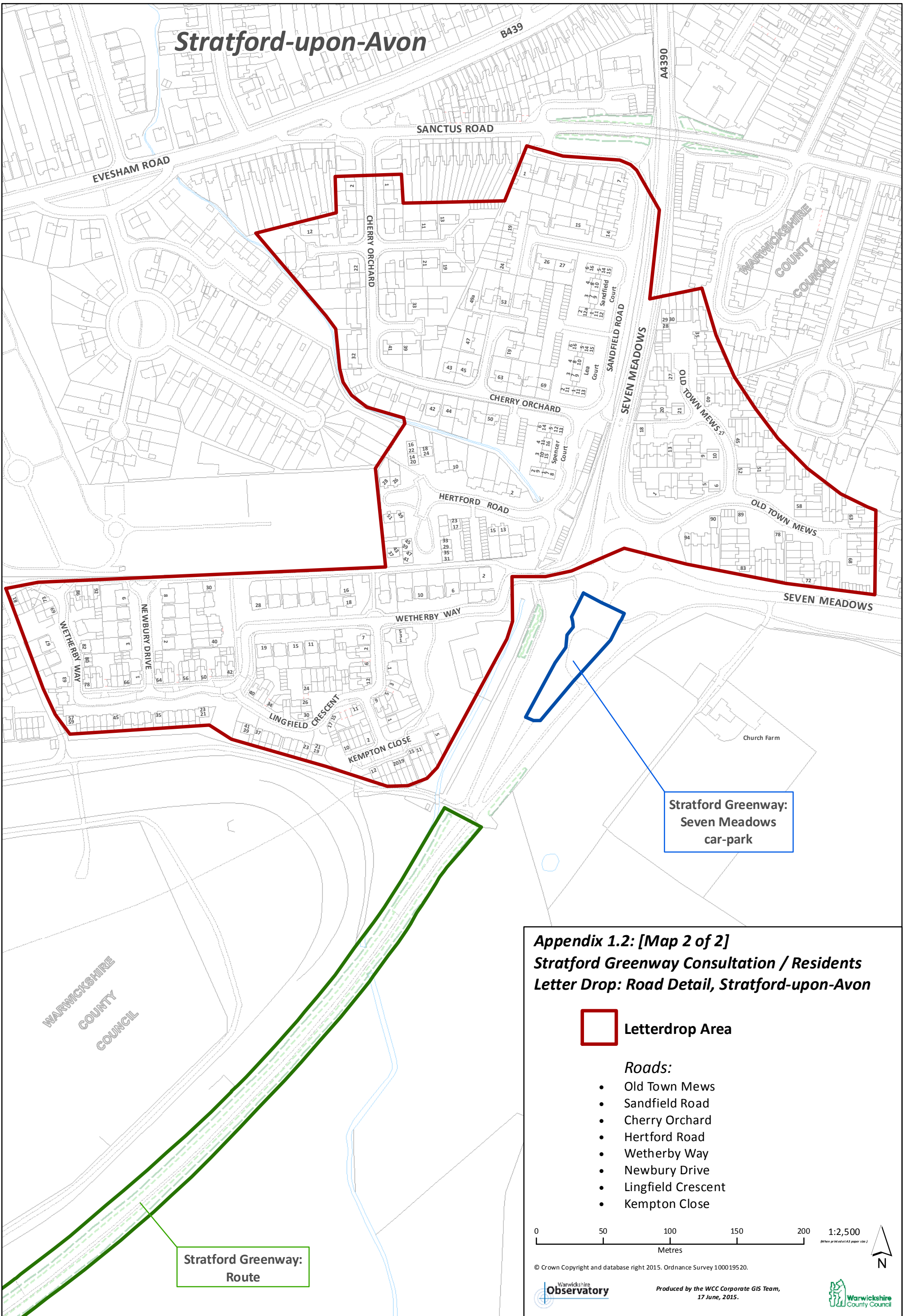
Letterdrop Area
 (see Map 2 for road detail)

1:20,000
(When printed A3 paper size)

0 0.5 1 1.5 2
 Kilometres

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 Warwickshire Observatory
 Produced by the WCC Corporate GIS Team,
 17 June, 2015.

Stratford-upon-Avon



Stratford Greenway:
Seven Meadows
car-park

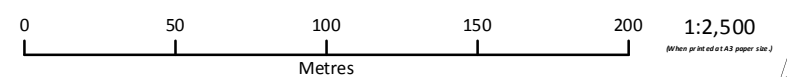
Stratford Greenway:
Route

Appendix 1.2: [Map 2 of 2] Stratford Greenway Consultation / Residents Letter Drop: Road Detail, Stratford-upon-Avon

 Letterdrop Area

Roads:

- Old Town Mews
- Sandfield Road
- Cherry Orchard
- Hertford Road
- Wetherby Way
- Newbury Drive
- Lingfield Crescent
- Kempton Close



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Warwickshire Observatory

Stratford-upon-Avon to Long Marston Greenway: Proposal for parking charging

June 2015

Background

Warwickshire County Council's (WCC) Country Parks' service faces tough challenges ahead and is required to become self-financing within the next three years. This challenge cannot be met unless some difficult decisions are taken and there are changes to the way that the service is delivered.

The proposed introduction of pay and display at the Stratford-upon-Avon Greenway would generate service income, helping to close the gap between income and running costs at the site. The proposal would also help to ensure the sustainability of the site in the future, contributing towards the costs of surfacing & maintaining the route and the car parks.

The proposal would also bring the Greenway in line with the other sites in the Council's portfolio of country parks, where charges for parking are already in place.

Methodology

To publicise the proposal to introduce charging letters were sent to local councillors, the Greenway volunteers, concessions, and via a letter drop to local residents. This provided background information to the proposal and invited people to respond to the consultation in a number of ways:

- Completion of an online questionnaire
- Completion of a paper based questionnaire.

In addition to the completed questionnaires, a number of letters were received outlining responses to the proposals, and there were a number of petitions that were also submitted and included as part of the response to the consultation exercise.

Key Findings

- 198 responses to the survey were received.
- The majority of respondents disagreed with the principle of country parks supporting themselves and being self-financing.
- The majority of respondents disagreed with the principle of charging for car parking at Stratford Greenway.
- 76% of participants disagreed that the proposed parking charges of 50p per hour, with a maximum charge of £3 per day and annual permits set at £36 per annum and £24 per six months is about right for this site.
- The Stratford Greenway appears well visited with 18.6% of respondents visiting about once a week and 12.4% visiting everyday, however some 50% of respondents would visit Stratford Greenway “much less often” if the Council were to enforce the proposed changes.
- A number of letters and petitions were received, the main themes drawn from these are as follows:
 - 1) Proposals will cause problems on surrounding roads
 - 2) Proposals will require wider parking restrictions in the local area
 - 3) What about the help from the local volunteers
 - 4) WCC has not made a case, there is little or no background information in the proposals
 - 5) Increased risk of accidents
 - 6) We should be encouraging a healthy lifestyle, the proposals discourage this
 - 7) Other

Results

In total there were 198 questionnaire responses received, 151 of these were completed using the online survey on Ask Warwickshire, with the remaining received as 47 paper questionnaires.

For respondents completing the online questionnaire, the most populous age range was between 60 and 74 years old (41.5%). The majority of online respondents were female (56.2%), as were paper respondents (60%).

Table 1; Age of Online Respondents

Age	Response Percent
Under 18	1.7%
18-29	0.8%
30-44	16.1%
45-59	36.4%
60-74	41.5%
75+	3.4%

Table 2; Age of Paper Respondents

Age	Response Percent
Under 18	0.0%
18-29	3.2%
30-44	35.5%
45-59	29.0%
60-74	29.0%
75+	3.2%

The majority of respondents who completed the online questionnaire lived in Warwickshire (84.6%), as shown in Table 3. Of these, 97.8% of respondents live in Stratford-on-Avon district, with 2.2% of respondents living in Warwick District.

Table 3; Area of Residence of Online Respondents

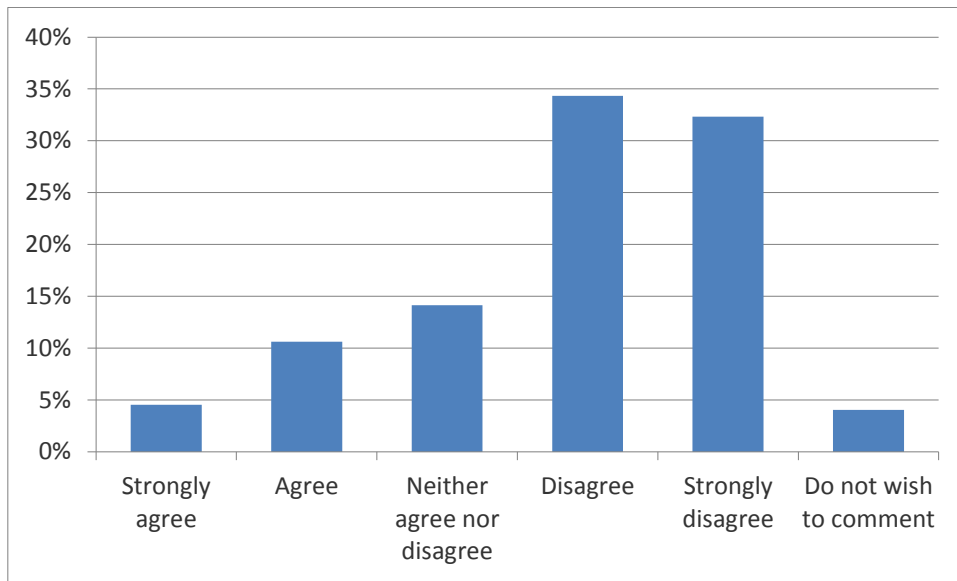
Area of Residence	Response Percent
Coventry	1.9%
Gloucestershire	0.9%
Oxfordshire	5.7%
Solihull	1.9%
Staffordshire	0.9%
Warwickshire	84.9%
Worcestershire	3.8%

There were three different petitions received signed by 114 local residents, all of which opposed the plans. In addition 27 letters opposing the plans were received.

How strongly do you agree or disagree with the principle of country parks supporting themselves and being self-financing?

There was a high degree of disagreement to the question around whether country parks should support themselves or become self-financing. Some 66% of respondents either ‘disagreed’ or ‘strongly disagreed’ with this question (figure 1).

Figure 1: Agreement with principle of country parks supporting themselves or being self-financing



There was some difference between respondents who replied online versus those that sent a paper survey response. The online responses showed a higher level of disagreement, at 73% compared with 43% of paper submitted responses.

Overall, just 16% of the respondents agreed with the principle proposed in the question.

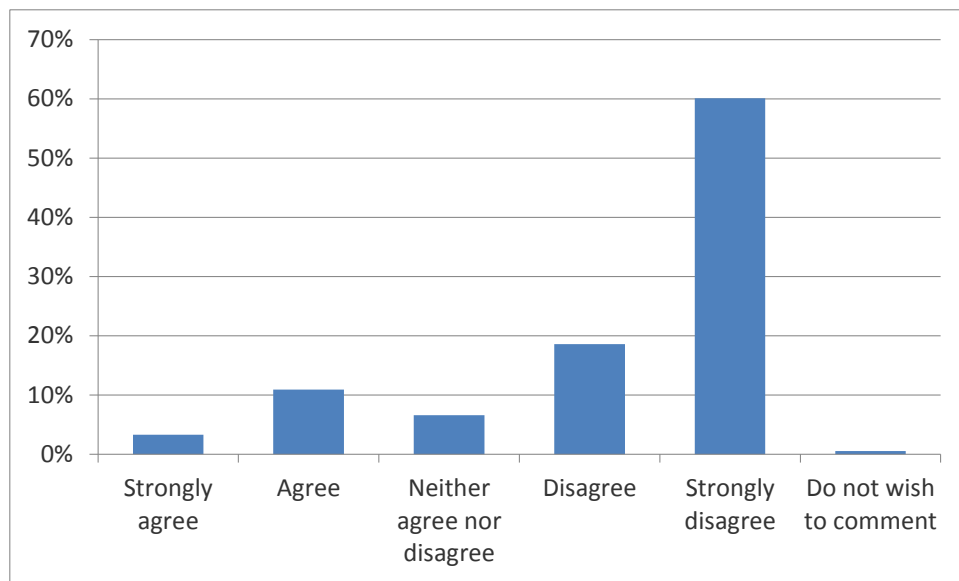
Respondents were then asked for reasoning or thinking behind their responses. The main themes emerging from the responses were:

- that the council should support/finance the country parks
- highlighting the country parks role in promoting and improving health and wellbeing
- specific points relating to parking issues in the local area
- the need for better joining up across council services.

How strongly do you agree or disagree with the principle of charging for car parking at Stratford Greenway?

Only 14% of respondents either 'strongly agreed' or 'agreed' with the principle of charging for parking at Stratford Greenway. By contrast, 79% either 'disagreed' or 'strongly disagreed' with the proposal (figure 2).

Figure 2: Agreement with principle of charging for parking at Stratford Greenway



As before, there was a slight difference between the online respondents and those that responded with a paper copy of the questionnaire. Agreement with the proposal was higher amongst the paper based responses, at 34%, whilst amongst online respondents it was much lower at 7%.

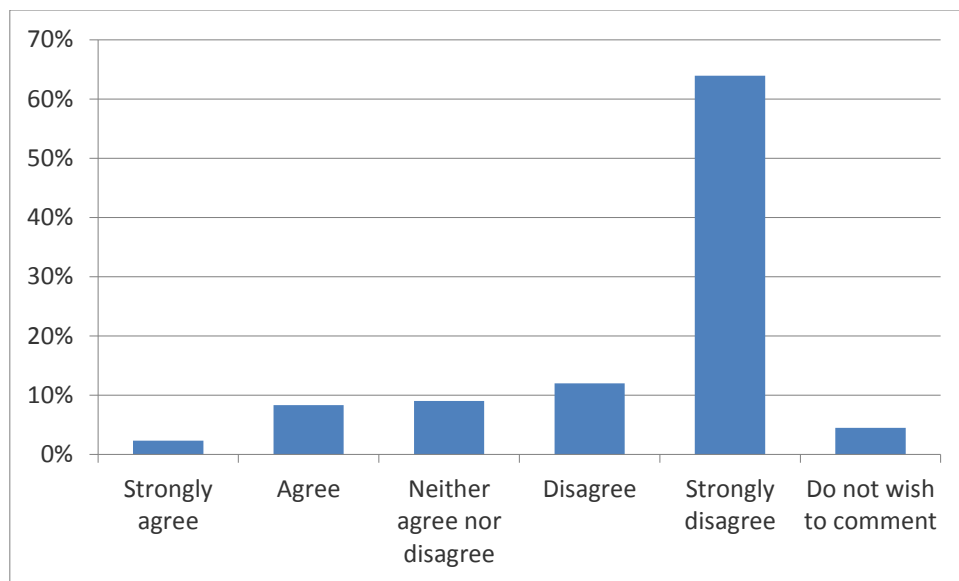
Respondents were also asked to add further comments if they wished. The main themes emerging from these were:

- should be free (for all if possible)
- highlighting potential parking problems on surrounding streets
- highlighting the Greenway's role in promoting health and wellbeing
- already too few dog walking areas
- okay to a point, but depends on price, extent, etc.

Do you think the proposed parking charges of 50p per hour, with a maximum charge of £3 per day and annual permits set at £36 per annum and £24 per six months is about right for this site?

Respondents were asked to comment on a proposed charging model for Stratford Greenway, which set out an hourly rate, a capped maximum rate per day, and a cost for the purchase of an annual permit for the site. Some 75.9% of respondents either disagreed or strongly disagreed with the proposed parking rates (figure 3).

Figure 3: Agreement with proposed charging model at Stratford Greenway



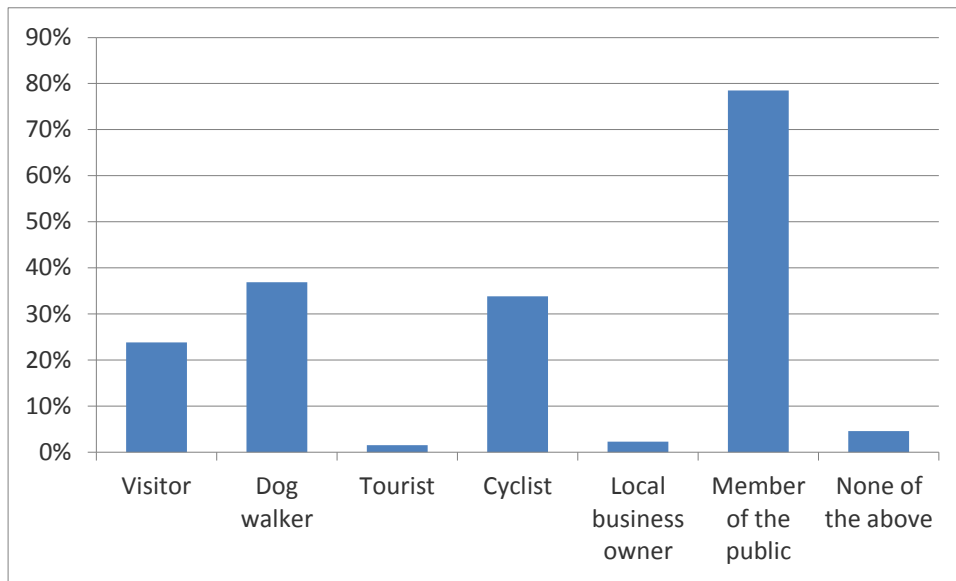
Respondents were also given the opportunity to add any further comments. The main themes covered by these were:

- Disagreement with any scheme being implemented
- Disagreement with the level of charging being proposed by the scheme.

In what capacity are you completing this questionnaire?

Respondents were given seven answer options and asked in what capacity they were completing the questionnaire. Respondents were asked to select all that applied. The majority of respondents (79%) completed the questionnaire as members of the public (figure 4). A large proportion of respondents identified as dog walkers (37%).

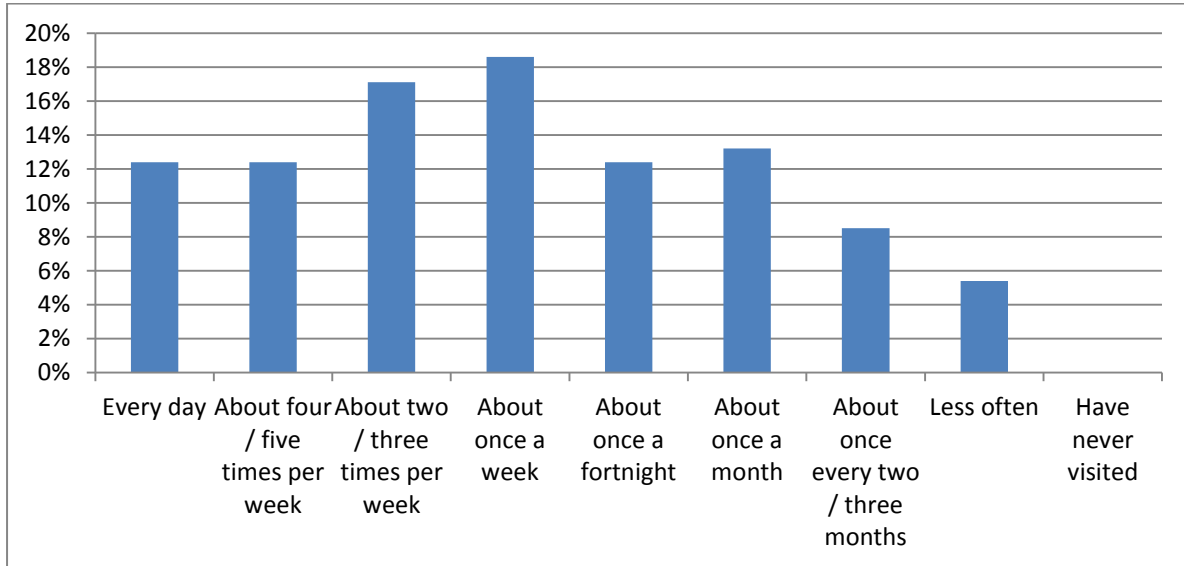
Figure 4: Capacity in which respondents completed questionnaire



How frequently do you visit Stratford Greenway?

The Stratford Greenway appears well visited with 18.6% of respondents visiting about once a week and 12.4% visiting everyday (figure 5).

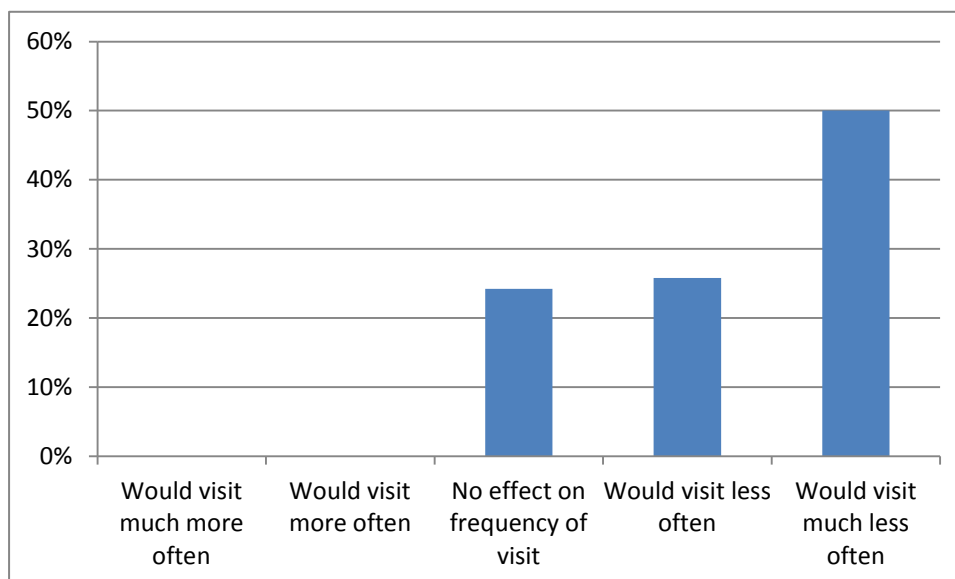
Figure 5: Frequency of visiting Stratford Greenway



If the Council makes these changes, how would it affect the frequency of your visit to Stratford Greenway?

Some 50% of respondents would visit Stratford Greenway “much less often” if the Council were to enforce the proposed changes (figure 6). Moreover, none of the respondents would visit Stratford Greenway “more often” if the changes were imposed.

Figure 6: Frequency of visiting Stratford Greenway if changes imposed



Petitions

Three different petitions opposing the proposals were received.

Petition One: "COUNTY COUNCIL PROPOSAL TO INTRODUCE PARKING CHARGES AT THE GREENWAY"

"We the undersigned regularly travel to the Stratford Greenway, some with our young children, at various times over the week to meet and walk for pleasure and our general health and fitness. We feel that this is a core use of this land held on behalf of council tax payers which the council should be encouraging, rather than threatening it by the imposition of parking charges. The council should also bear in mind the positive effect such use can have on developing children and on family life. On this basis we object, in the strongest terms, to the proposed introduction of parking charges in any form."

The above petition was signed by 20 local residents.

Petition Two: "GREENWAY PARKING - Stratford-upon-Avon"

"As a resident living in close proximity to the Greenway Car Park, I'm extremely concerned that the County Council may introduce parking charges for the Greenway Car Park. My concern is due to the problems that already exist in streets that are in close proximity to the Greenway, where drivers are using local streets for free all day parking in order to go to their place of work or educational establishment. Should the County Council introduce parking charges in the Greenway Car Park, it would no doubt increase what is now becoming an unacceptable situation, where sometimes driveways are partially blocked by cars that are parked all day. If the County Council does go ahead with the proposal, and introduces the parking charges, surely the County will have a responsibility to introduce parking restrictions in my street, and the surrounding areas, so that our streets don't become akin to an overspill car park. Please use the space below for any additional comments you may wish to make."

Petition Two was published and promoted on behalf of Stratford Liberal Democrats and signed by 77 residents living in close proximity to the Greenway Car Park.

Petition Three: "Consultation on the introduction of car parking charges at the Stratford-upon-Avon to Long Marston Greenway"

"I write to register my objections to the proposal on the following grounds:

1. The Greenway is one of the few remaining non-commercialised publicly owned spaces in Stratford and is well loved and used for healthy outdoor exercise by a wide range of local

individuals, groups and families of all ages - to impose parking charges would be to threaten something that the council should, in fact, be encouraging.

2. The residential streets around the Greenway are already significantly used by commuters and shoppers to park, to the clear detriment of residents of those streets. The obvious consequence of imposing parking charges at the Greenway will be to exacerbate this position and merely divert your department's suggested problems onto council tax payers.

3. The consultation offers so little by way of background facts and figures that it is impossible, in any event, to make any comment on the specifics of it.

4. I understand that, since December 2010, a group of local volunteers has every day of the year been locking and unlocking the gate on behalf of your department and thereby saving you considerable sums of money. I understand that these volunteers are prepared to continue and the council should be embracing this contribution by members of the public.”

Petition three was put together and signed by 17 residents living at Old Town Mews. In line with Petition One this petition objected to the proposals stating that the Greenway is a non-commercialised publically owned space which is used for healthy outdoor exercise, imposing parking charges may threaten this. This petition also echoed the opinions expressed in Petition Two with concerns over parking in local nearby streets.

Letters

A total of 27 letters were received and key themes were identified. Each key theme is evidenced by multiple quotations. The overarching theme that incorporates all of the other themes is respondents do not support the charging proposals.

Theme 1- The proposals will cause problems on surrounding roads

Respondents made reference to the proposals resulting in problems on the surrounding roads. Many respondents noted that there were already problems with parking on the surrounding roads, and felt that the proposed parking charges would exacerbate this problem.

Comments received included:

- “Obvious potential for ‘parking creep’ into neighbouring residential areas”
- “These changes will encourage motorists to park...in Old Town Mews. The road layout...is not appropriate for this”
- “Will cause further congestion on local residential roads. That is inevitable”.

Theme 2-The proposals will require wider parking restrictions in local areas

In addition to the proposals causing problems on surrounding roads, many respondents suggest the proposals will require wider parking restrictions in local areas.

Comments received included:

- “What are required are double yellow lines”
- “May result in...costly measures (including resident permit scheme, restrictions, and signage”
- “Should your proposals be accompanied by....use of yellow lines or equivalent, then the strength of my objection would be ...less”.

Theme 3- What about the help from the local volunteers?

A number of the letters spoke of the group of local residents who, as volunteers, have every day since December 2010 unlocked and locked the Seven Meadows car park of the Greenway on behalf of the council. This group of volunteers was formed following a previous proposal which was rejected in 2010 to introduce car parking charges. Many respondents felt the work done by these volunteers was not appreciated by the council, especially with reference to the money saved. Also, many respondents highlighted that the group was formed to stop the charging proposals in 2010 and therefore felt it was unfair to be proposing parking charges as they had already been rejected previously. Moreover, it was suggested that if the volunteers were to no longer lock and unlock the gate due to the council's proposals, then this would lead to an increase in anti-social behaviour (e.g. racing).

Comments received included:

- “Should WCC go ahead with its plan it is not unreasonable to assume that the volunteers view on continuing this free service could well be reviewed”
- “One of the huge benefits brought about by this voluntary work has been the elimination of the anti-social behaviour”
- “Members (volunteers) are dismayed that, after such four successful years of the present arrangement, there is now renewed consideration of introducing charges”.

Theme 4- WCC has not made a case; there is little or no background in the proposals

Respondents felt that the proposals lacked any real background information to support the proposals.

Comments received included:

- “Residents have not been given any kind of business plan to judge the financial probity of this proposal”

- “If your consultation letter was intended to make a case for imposing parking charges, it fails miserably to do so”
- “the consultation presents as no more than a snapshot survey...no background information, costings, projections, alternative options etc. are provided”.

Theme 5- Increased accident risk

In support of the previous themes regarding the negative implications of the proposals on parking in the local area, many respondents felt this would increase accident risk due to emergency services not being able to gain access to where they need to go.

Comments received included:

- “Parking in the road also inhibits emergency vehicles”
- “Has a risk assessment been performed to understand the implication to traffic flows on these adjacent road?”
- “...increasing the on-street parking would not only increase the risk to vehicle accidents...also presents a health and safety issue”.

Theme 6- We should be encouraging a healthy lifestyle

In line with our previous findings, respondents put forward the argument that the Greenway is used for exercise and socialisation and that these types of activities should be encouraged, but suggested parking charges may discourage this.

Comments received included:

- “Any decrease in usage of this area for exercise interferes with the desired...objective to encourage exercise and healthy living”
- “Changes would discourage leisure users of the Greenway- the frequent, healthy, outdoor exercise the council should be actively seeking to promote”
- “Healthy lifestyles are always being promoted, therefore by putting a parking fee on the walk, run or cycle will be a disincentive”.

Theme 7- Other

Some of the comments do not fit into specific themes as they were only mentioned once or twice. Comments included the view that the proposed price will quickly rise and that there should be 2-3 hours free parking then a charge. One respondent felt WCC was not thinking in a joined up way and another respondents suggested parking charges should not be an excuse to make money.