

Car Park Review 2011 Consultation

CONTENTS

Introduction to the review	1
○ Background	1
○ Objectives of the review	1
○ Consultation	1
○ Decision making process	2
○ Timetable	2
How to respond	3
Information and questions	5
○ Why have car parks?	5
○ Why charge for parking?	6
○ Why not just have time-limited parking instead of charges?	7
○ Our current charging policy	8
○ Car park costs and income	8
○ Parking income	9
Our proposals	10
○ Ownership and management of car parks	10
○ The introduction of charges in car parks	11
○ The impact of charging and local feedback	11
○ Pricing	13
Our proposals in summary	14
Summary of the main consultation questions	15
Appendices:	
Appendix A - Summary of car parks, number of spaces and ownership-by parish	
Appendix B - Current tariffs	
List of tables:	
Table A - Car parks costs and income	8
Table B - Services supported by car park surplus	9
Table C - Proposed charges for Dursley, Nailsworth and Wotton-under-Edge	13
Table D - Charges in Stroud, Tetbury, Stonehouse and Painswick	13

INTRODUCTION

BACKGROUND

Stroud District Council (SDC) operates 34 car parks across the district (please see Appendix A for locations, number of spaces and ownership details). Some are free to park in, whilst others are not, but all have time restrictions which are enforced. It has been 6 years since the last car park review. Travel and parking requirements have changed over that period, as has the economic climate. We are undertaking this review now, to ensure that SDC's off-street parking (public car park) provision takes account of the needs of communities, whilst trying to balance the financial pressures that the council faces on the delivery of its services. This should ensure that we provide value for money for local taxpayers.

OBJECTIVES OF THE REVIEW

The overall purpose of the review is to evaluate SDC's role and policy in owning and managing public car parks in order to deliver value for money for the council tax payer, and more specifically:

1. to consider whether we should continue to own and manage car parks and if so, which ones.
2. to review the costs of owning and managing car parks and look at the business case for introducing charges in more areas of the district.
3. to make recommendations for alternative uses/disposal (if appropriate) for any car parks which we believe we should no longer own and/or manage.

CONSULTATION

To help inform our decision making, consultation will take place with the following groups:

- Public (on-line questionnaire and telephone survey)
- Parish and town councils (meetings to debate the issues and on-line questionnaire)
- District ward councillors (on-line questionnaire)
- Gloucestershire County Council
- Businesses (the Federation of Small Businesses, Nailsworth, Stroud, and Wotton-under-Edge Chambers of Commerce and Trade, Vale Business Forum-Dursley, Vale and Valleys Business Partnership - meetings to debate the issues and on-line questionnaire)
- Local Strategic Partnership (discussion/on-line questionnaire)
- Stroud & District Access Group

DECISION-MAKING PROCESS

Following the consultation process a report, setting out our recommendations and the decisions to be taken, will go to our Cabinet meeting on the 3rd November 2011 and then on to the Council meeting on 24th November 2011.

Any changes to the car parks have to be made through the Off-Street Parking Places Order, in order for them to be legally enforceable. This legal process includes a formal period for objections to any proposed changes.

TIMETABLE

Date	Event
1st August 2011	Consultation starts with key representatives/organisations and the public Proposals for : • which car parks we should continue to own/manage • options for those we think we shouldn't own/manage • introducing charging in 3 more towns (Dursley, Nailsworth and Wotton-under-Edge)
August 2011	Public telephone survey (300 residents) carried out
9th September 2011	Public consultation (on-line survey) closes
30th September 2011	End of the consultation period
3rd November 2011	Cabinet meeting - report goes to Cabinet setting out recommendations from the review and the outcome of the consultation for consideration by councillors
24th November 2011	Council meeting - report goes to Council setting out recommendations from Cabinet
Provisional Dates	
5th December 2011	<i>Advertise changes to Off-Street Parking Places Order if recommendations are approved. 21 day objection period starts</i>
31st December 2011	<i>Objection period closes</i>
3rd January to 13th January 2012	<i>Objections considered</i>
w/c 16th January 2012	<i>Advertise making of Order. Further 6 week objection period (on points of law) starts</i>
2nd March 2012	<i>Objection period closes</i>
w/c 12th March	<i>Make Order/ Order pay and display machines</i>
May/June 2012	<i>Earliest date charges could start</i>

Please note:

1. Further consultation and negotiations may need to take place locally, where recommendations are being made for transferring car parks to other organisations or disposing of them. In these cases the timetable beyond the November Cabinet report will be extended.
2. Provisional dates have been included for changes to the Order as this will depend on the decisions taken by Council and the nature of any objections received.

HOW TO RESPOND

We are seeking your views to our proposals from our car parking review, through questions set out in an on-line questionnaire. More details on how to respond are set out below.

To:	This is a public consultation and it is open for anyone to respond. We are particularly seeking views from: • Town and Parish Councils • Chambers of Trade and Commerce and other business representatives The public will be consulted via the council's website (on-line questionnaire) and through a telephone survey.
Duration:	The public consultation is published on Tuesday 2nd August 2011 and ends on Friday 9th September 2011. The consultation with Parish and Town Council's/business groups and other representative groups is published on Monday 1st August 2011 and ends on Friday 30th September 2011.
Enquiries:	Asset Management (Mon-Fri) email: parking@stroud.gov.uk Tel:01453 754408 Alison Fisk (Wed-Fri) e-mail: alison.fisk@stroud.gov.uk Tel:01453 754430 Abigail Marshall (Wed-Fri) e-mail: abigail.marshall@stroud.gov.uk Tel:01453 754437
How to respond:	Our preference is for responses to be made electronically using our on-line questionnaire. This can be completed at www.stroud.gov.uk/parkingreview Alternatively, if you wish to print off and post your questionnaire, this should be sent to : Asset Management Stroud District Council Ebley Mill Westward Road Stroud Glos. GL5 4UB

If you do not have access to a PC, please contact us on 01453 754408 for a copy of the questionnaire.

Additional ways to become involved:

Officers will attend Parish and Town meetings and meetings of Chambers of Trade and Commerce etc, on request.

Please contact us on 01453 754408 to make arrangements.

After the consultation:

A summary of responses will be published on the Council's website.

Direct consultees will be provided with a summary.

Equalities Impact Assessment:

An initial assessment has been undertaken, which shows that there are no potential negative impacts on the protected groups from our proposals. There would continue to be free parking for blue badge holders. Potential difficulties could be experienced due to a lack of familiarity with any new pay and display machines, but these would be DDA compliant and the learning from changing our current machines shows that alpha-numeric pads should either be avoided or be full pads.

A further assessment will be undertaken once we have the results of the consultation and as part of formulating the recommendations to Cabinet.

Data Protection:

This is to inform you that we may , with your consent, quote from your response in the published summary of the response to this consultation.

Otherwise, your views may be set out in the response, but you will not be identified as an individual or organisation.

We will treat any contact details you provide us with in accordance with the data protection principles in the Data Protection Act 1998. We shall not make them available to other organisations, or for any other purpose than the present survey and future reference to it, without your consent. We shall inform you in advance if we need to alter this position for any reason.

INFORMATION AND QUESTIONS

WHY HAVE CAR PARKS?

Car parks are essential to provide access to our town and village centres for visitors, shoppers, workers, local businesses and residents.

The provision of car parks is not a statutory function i.e. councils do not have to provide this service, but historically district and city councils have owned and managed public car parks because of their importance to the local economy. The legal powers to enforce and charge for car parks have been given to all 3 'tiers' of local government (County Councils, District/City Councils and Parish/Town Councils).

Whilst Parish, Town or County Councils may own land that can be used for parking generally they are either unable to, or do not wish to, provide car parks, control their use and provide enforcement. SDC leases or manages (on behalf of others) 4 sites to provide car parks in Nailsworth, Stroud, Wotton-Under-Edge and Dursley.

Whilst car parks can also be owned and/or managed by private companies this takes direct control away from the council and therefore the local community.

The council's policy in relation to the wide range of users of its car parks has been to prioritise their use for certain user groups. This is reflected in time limits, the location and numbers of short stay versus long stay car parking spaces, and their pricing.

Managing car parks in this way is important, bearing in mind it is not physically or financially possible to provide enough spaces to meet demand (particularly for long stay and residents parking) within our towns and villages. In order to manage the availability and location of spaces in the town centres, the council currently prioritises users in the following order:

- shoppers/visitors
- local businesses and their employees, and
- residents

Time limits, charging and enforcement support this and generally apply during the daytime on Mondays to Saturdays. Car parks are all free after 6pm Monday to Saturday and all day on Sundays and bank holidays.

Car parks are also potentially valuable assets, often being in key locations. Some former car parks have been used by the council for schemes to help regenerate town centres in the district e.g. the cinema in Stroud (built on a former bus station and car park), Homebase store in Stroud and the Sainsbury's supermarket in Dursley.

Arguably, some of the car parks owned by the council do not play such a vital role for the local economy and tend to be small car parks in some of our smaller villages. They are generally used by residents and have minimal enforcement, with time limits at 23hrs. However, they may be of local importance and local communities may wish to retain them for car parking.

Car parks support the viability and vitality of our district centres.

They also assist with keeping our highways clear of illegally parked vehicles, thereby supporting free access and flow of traffic and contributing towards road safety.

Question 1:

Do you agree that the Council providing and running public car parks is important in supporting the district's economy?

Question 2:

What priority do you think SDC should place on the different car park user groups. Which group is the highest priority to you?

WHY CHARGE FOR PARKING?

Car parks cost money to own and to run. The costs of owning and managing them are similar to those of any property and include business and water rates, electricity for lighting, maintenance, insurance, cleaning and litter collection, provision of signage and enforcement.

Currently motorists paying to use the car parks in Stroud, Stonehouse and Painswick cover the costs of these car parks and also meet the costs of the remaining 28 car parks across the district.

Charging covers these costs and provides a surplus which can be put towards the costs of other services, helping to ensure that they can continue to be provided and/or keep council tax bills down.

The number of car parks that we are able to provide is limited in terms of the availability of suitable sites and the costs of acquiring, owning and managing them. Demand can often outweigh supply.

Charges (coupled with enforcement) ensure turnover of the limited number of parking spaces we have, which is particularly important in and near retail areas, helping to support the vitality and viability of our town centres.

If you were to ask a motorist if free parking is a good thing, the immediate answer you are likely to hear is 'Yes'. However, once the issue of turnover is explained as follows, it becomes clearer why parking charges can be beneficial:

Parking charges help to ensure that a few motorists do not monopolise the limited number of parking spaces available. These valuable spaces may be useful for many other shoppers/visitors to the area. Hence, parking turnover is important as it means that more potential shoppers/visitors spend time and money in our town centres thus supporting our local economy. They can find spaces quickly and they are not blocked by people parking all day (or longer).

WHY NOT JUST HAVE TIME-LIMITED PARKING INSTEAD OF CHARGES?

Enforcement in car parks, where there is no charging, can be achieved by limiting the amount of time a vehicle can be parked and then prohibiting its return for a set amount of time.

However, this is a time-consuming and labour intensive way to monitor and to enforce. Where parking is free, an enforcement officer has to note the vehicle registration number of all the cars at a particular time and then return after the maximum time allowed and see whether any of those vehicles are still there. If they are, the officer can take action, but only if he/she can be sure that the car has been there for the whole time. If the maximum parking time is 2 hours (with return prohibited within 1 hour), the officer would need to be sure that the car had not left shortly after the first observation and returned over an hour later and happened to find the same space free to park in again.

Also, it is possible that when the officer first recorded the registration numbers of all the cars, any number of those cars could have already been parked for a considerable time, but the officer has no way of knowing how long they may have been there.

Monitoring and enforcing paid-for parking, where a ticket is displayed, is much more straightforward, more cost-effective and efficient.

Charging can be used as a means of helping to improve enforcement and increase compliance with time limits. This in turn contributes to increased turnover and availability of spaces, contributing positively to the local economy.

Charges were introduced in Stonehouse and Painswick because the car parks were usually full, with many of the spaces filled by people parking all day. Charges freed up spaces immediately, ensuring they are available for short stay visitors to the town as well as long stay.

Car parks do cost money to own and manage. If these costs are not met by charges, they are paid for by all the district's council tax payers.

Charges encourage turnover of spaces, improving the availability of spaces and can help to improve a town's prosperity and road safety.

Question 3:

Do you think that the cost of public car parks should be met by the motorists who use them or by the council tax payer?

Question 4:

Do you think that it is important that short-stay spaces are available for shoppers and visitors throughout the day?

Question 5:

Do you agree that parking charges help promote the turnover of spaces?

OUR CURRENT CHARGING POLICY

Charges are currently made in Stroud, Stonehouse and Painswick.

- Charges in Stroud have been levied since at least the 1980s.
- Charges in Stonehouse were introduced in January 1998 and in Painswick in April 1999 to free up the car parks for short stay visitors/shoppers. These introductions were made with the support of the Town Councils and Chambers of Trade.
- There is currently no charge to the motorist to park in our car parks in the following parishes:

- | | | |
|--------------|------------------|---------------------|
| ♦ Arlingham | ♦ Dursley | ♦ Randwick |
| ♦ Berkeley | ♦ Horsley | ♦ Rodborough |
| ♦ Cainscross | ♦ Kings Stanley | ♦ Wotton-under-Edge |
| ♦ Cam | ♦ Minchinhampton | |
| ♦ Chalford | ♦ Nailsworth | |

CAR PARK COSTS AND INCOME

Table A:

Parish	Total number of spaces	2010/11 Actuals		
		Costs ³ £	Income ¹ £	Net Cost £
Arlingham	15	1,631.14	0.00	1,631.14
Berkeley	56	2,393.99	0.00	2,393.99
Cainscross	190	9,487.77	-1,200.00	8,287.77
Cam	17	2,831.29	0.00	2,831.29
Chalford	16	74.50	0.00	74.50
Dursley	229	9,851.40	-1,323.09	8,528.31
Horsley	12	74.50	0.00	74.50
Kings Stanley	40	1,399.31	-115.00	1,284.31
Minchinhampton	31	2,298.28	0.00	2,298.28
Nailsworth	204	16,881.46	-352.00	16,529.46
Painswick	60	5,796.81	-7,372.20	-1,575.39
Randwick	11	482.22	0.00	482.22
Rodborough	12	230.89	0.00	230.89
Stonehouse	95	17,258.45	-21,808.68	-4,550.23
Stroud	900	276,419.15	-486,313.86	-209,894.71
Wotton-under-Edge	96	8,109.91	-477.00	7,632.91
Enforcement costs and PCN income ²		56,935.95	-32,275.92	24,660.03
Total		412,157.02	-551,237.75	-139,080.73

Notes:

1. small amounts of income shown on car parks where we currently do not charge are from access licence fees and permits
2. it is not possible to apportion enforcement costs and PCN's (penalty charge notices) across the car parks at the current time.
3. some costs have been apportioned for car parks where there are no charges.

For 2010/11, income from car parks, after costs (including enforcement) generated a surplus of £139,081.

PARKING INCOME

The present legislation (Road Traffic Regulation Act 1984) gives councils the power to provide off-street parking places and to charge for their use. It also contains financial provisions relating to the money raised. There is provision which allows the council to generate a surplus rather than operate the car parks on a break-even basis.

The Act, broadened by the Traffic Management Act 2004, also sets out in detail the wider uses to which surplus income may be applied.

The current surplus generated from the charges in Stroud, Painswick and Stonehouse (£139,081 in 2010/11) goes towards the provision of the following services that the council provides. The overall costs of the majority of these services is set out below:

Table B:

Service Area	2009/10 budget Actual £	2010/11 budget Revised £	2011/12 budget Original £
Transport initiatives - (this includes accessibility analysis, inclusive design including promoting cycling, walking and disabled access within the physical environment and on public transport and sustainable transportation)	51,870	76,800	76,900
Environmental Protection - (a statutory service which includes monitoring public and private water supplies, air and noise pollution and contaminated land)	293,406	313,300	314,800
Green Spaces - (amenity areas, public open spaces including commons and woodlands, closed cemeteries etc.)	152,818	152,900	152,900
Stratford Park Grounds Maintenance	213,930	205,000	203,200
Total	712,024	748,000	748,800

Once the costs of the current investment in parking in the district are met, surplus income helps to offset the costs of these other services (expected to cost £748,800 in 2011/12).

The council uses surplus money raised from car parking charges to support the provision of other services to its residents.

OUR PROPOSALS

The following proposals take account of the aforementioned issues:

1. Ownership/management of car parks

We believe that we should continue to own and manage car parks in the district's main centres, because of their importance in supporting the district's economy. These car parks are in:

- Berkeley
- Cainscross
- Cam
- Dursley
- Kings Stanley
- Minchinhampton
- Nailsworth
- Painswick
- Stonehouse
- Stroud
- Wotton-under-Edge*

* subject to the lease of the Chipping car park (due to expire in December 2012) being renewed on suitable terms.

Question 6:

Do you agree that SDC should continue to own and/or manage car parks in these centres?

We believe that the car parks in the following villages are local assets and could either be owned or managed locally, sold for private parking spaces or considered for other uses such as housing development:

- Arlingham
- Chalford
- Horsley
- Randwick
- Rodborough

Question 7:

Do you think that SDC should continue to own and manage these car parks, should this be done more locally, or should they be sold and the money used to reinvest in services?

2. The introduction of charges in car parks

We believe that charges should be introduced in Dursley, Nailsworth and Wotton-under-Edge because:

- The council needs to ensure that it obtains value for money for its assets. Councils do not make profits, but any surplus income goes towards meeting the costs of the services we provide and helps keep council tax bills lower. A relatively low tariff can cover the additional costs of pay and display machines and generate income to continue to support other services.
- Charging only in Painswick, Stonehouse and Stroud is considered to be unfair by those towns; they believe that charging in their towns may discourage visitors, when car parks elsewhere in the district do not charge. Also, that it is unfair that motorists using their towns are expected to pay for that service, but those using other public car parks in the district are not. Stonehouse and Stroud have asked the council to address this.
- The council has worked with Nailsworth and Wotton-under-Edge in particular over many years and more recently with Dursley; towns where there is perceived to be a shortage of parking spaces and limited opportunities for enforcement. As mentioned previously, charges increase turnover and, therefore, more spaces become available for visitors/shoppers. Charges also make it quicker and easier to patrol and enforce time limits. *It must be noted that the main car park in Wotton is owned by the Town Trust and leased by SDC, this lease expires at the end of this year. The council would have to consider carefully whether it wished to renew the lease and on what terms if charges were not to be introduced.*

We are not proposing to introduce charges in Berkeley, Cainscross, Cam, Kings Stanley and Minchinhampton. These car parks will remain free of charge both because they are in smaller retail centres and because it is not cost effective to introduce charges at the current time, due to the relatively low number of spaces/ spaces in use (in the case of Cainscross, the larger car park is relatively underused).

The impact of charging and local feedback

Whilst availability of parking is important to the success of our town centres and people would always prefer not to have to pay for parking, there are other factors involved in the success of our town centres. These include where people work, the quality of shopping and cultural/leisure facilities as well as the quality of public spaces.

'Research has shown how people react to parking controls (including charging):

[Motorists'] response to charging or restraint can be classified as one of the following:

- *park in the same place i.e. no change*
- *park in the same place but for a shorter period of time*
- *change parking location (swapping convenience for price)*
- *travelling to the destination less often (by car)*
- *changing mode of travel (but continuing to use the same destination) or*
- *changing destination*

(note 1)

note 1 - source: Renaissance Market Towns Programme, Yorkshire Forward, Car Parking Research

The introduction of charges in Stonehouse and Painswick has increased turnover and freed up spaces. The most recent survey in November 2009 (note 2) showed that, of those replying who had used their car to visit Stonehouse, 79% thought the amount of car parking was 'good'.

However, the same survey in Wotton-under-Edge (where there are no charges) showed that 60% of those travelling by car, viewed off-street parking provision as poor. In Nailsworth (again where there are no charges) 50% rated the amount of general parking spaces as poor.

With respect to Dursley, the survey was undertaken prior to the Sainsbury's car park being available (which has significantly increased the number of available short-stay spaces in the town). However, some stakeholders consider that there is insufficient long stay parking in the town.

Some independent retailers in Wotton-under-Edge support the introduction of charges (at a low tariff) to increase turnover and the availability of spaces. Retailers petitioned the council in July 2010 also asking us to justify our continuation of a lease of the Chipping car park (the main town centre car park leased from Wotton Town Trust) and to justify the existence of 23 hour parking here, because of their concerns over the perceived shortage of short stay spaces.

Introducing charges in Dursley, Nailsworth and Wotton-under-Edge could be fairer to Stroud, Stonehouse and Painswick and would move the costs of car parking and the other services it supports (see page 9) to the user rather than the general council tax payer.

Question 8:

Do you agree that charges should only apply in Stroud, Stonehouse and Painswick?

Question 9:

**Do you think that SDC
Nailsworth and Wotton**

Question 10:

Do you think that car parks in Berkeley, Cainscross, Cam, Kings Stanley and Minchinhampton should remain free of charge?

3. Pricing

We feel that charges should be introduced in Dursley, Nailsworth and Wotton-under-Edge at the following tariff levels:

Table C

Time	Dursley £	Nailsworth £	Wotton-under-Edge £
1 hour	0.30	0.50	0.30
2 hours	0.50	0.80	0.50
3 hours	0.80	1.00	0.80
4 hours	1.50	1.50	1.50
4+ hours	2.00	2.20	2.00
Blue Badge Holders - free of charge			

We set charges in view of what neighbouring towns are charging and compared to towns throughout Gloucestershire. Also, at a level we feel will result in a good turnover of spaces, but will not discourage the majority of visitors to the town. The proposed charges are in line with those in Stonehouse and Painswick. Nailsworth charges are pitched at a slightly higher level as it is a larger retail centre, with a higher turnover of shoppers/visitors. Proposed charges in Nailsworth would still be lower than those for Stroud and Tetbury, its near neighbours (see table below).

Table D

Time	Stroud £	Tetbury £	Stonehouse & Painswick £
1 hour	0.60	0.70	0.30
2 hours	1.00	1.50	0.50
3 hours	1.50	2.20	0.80
4 hours	1.80	Over 3 hours 3.40	5 hours 1.50
Over 4 hours	2.50		Over 5 hours 2.00
Blue Badge Holders - free of charge			

Please note:

- Tetbury lies outside of the Stroud district boundary
- For 2 of the short stay car parks in Stroud, charges start at 0.80p
- Season tickets are available for all SDC's long stay car parks

(Please see Appendix B for a full list of current tariffs charged in the district).

Question 11:

Do you think that the proposed charges for Dursley, Nailsworth and Wotton-under-Edge are too low/too high/ about right?

OUR PROPOSALS IN SUMMARY

1. That Stroud District Council continues to own or lease, car parks in the following places:

- Dursley
- Nailsworth
- Painswick
- Stroud
- Stonehouse
- Wotton-under-Edge

(These are the main town centres with the exception of Painswick -where charges are currently in place in order to help promote tourism).

2. That charges are introduced in :

- Dursley
- Nailsworth
- Wotton-Under-Edge

at the following tariffs:

Time	Dursley £	Nailsworth £	Wotton-under-Edge £
1 hour	0.30	0.50	0.30
2 hours	0.50	0.80	0.50
3 hours	0.80	1.00	0.80
4 hours	1.50	1.50	1.50
4+ hours	2.00	2.20	2.00
Blue Badge Holders - free of charge			

3. That Stroud District Council continues to own car parks in the following settlements, but these remain free of charge as they are in smaller retail centres and it is not cost effective to introduce charges at the current time:

- Berkeley
- Cainscross
- Cam
- Kings Stanley
- Minchinhampton

4. That Stroud District Council considers the following local car parks are 'surplus' assets. It is proposed that they either be owned or managed locally, sold for private parking spaces or considered for other uses such as housing development.

- Arlingham
- Chalford
- Horsley
- Randwick
- Rodborough

SUMMARY OF THE MAIN CONSULTATION QUESTIONS

Question 1: Do you agree that the Council providing and running public car parks is important in supporting the district's economy?

Question 2: What priority do you think SDC should place on the different car park user groups. Which group is the highest priority to you?

Question 3: Do you think that the cost of public car parks should be met by the motorists who use them or by the council tax payer?

Question 4: Do you think that it is important that short-stay spaces are available for shoppers and visitors throughout the day?

Question 5: Do you agree that parking charges help promote the turnover of spaces?

Question 6: Do you agree that SDC should continue to own and/or manage car parks in these (Berkeley, Cainscross, Cam, Dursley, Kings Stanley, Minchinhampton, Nailsworth, Painswick, Stonehouse, Stroud and Wotton-under-Edge) centres?

Question 7: Do you think that SDC should continue to own and manage these (Arlingham, Chalford, Horsley, Randwick and Rodborough) car parks, should this be done more locally, or should they be sold and the money used to reinvest in services?

Question 8: Do you agree that charges should only apply in Stroud, Stonehouse and Painswick?

Question 9: Do you think that SDC should introduce charges in its car parks in Dursley, Nailsworth and Wotton-under-Edge?

Question 10: Do you think that car parks in Berkeley, Cainscross, Cam, Kings Stanley and Minchinhampton should remain free of charge?

Question 11: Do you think that the proposed charges for Dursley, Nailsworth and Wotton-under-Edge are too high/too low/about right?