

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

Committee considering report:	Individual Executive Member Decisions
Date of Committee:	20 August 2024
Portfolio Member:	Councillor Stuart Gourley
Date Portfolio Member agreed report:	05/08/2024
Report Author:	Emma Jameson
Forward Plan Ref:	ID4576

1 Purpose of the Report

- 1.1 To consider any comments and objections received in response to the [consultation on the proposed 2024 parking order amendment](#) to the West Berkshire District Council (Off-Street Parking Places) (Civil Enforcement and Consolidation) Order 2009 (as amended) (“the 2009 Consolidated Order”) for introducing new charges for off-street parking.
- 1.2 To enable the Portfolio Holder for Environment and Highways to approve (or otherwise) the [draft order amendment](#) to introduce these new charges.

2 Recommendation

- 2.1 To approve the proposed 2024 parking order amendment for off-street parking charges.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	<p>In February 2024 the Full Council decision was made to adopt new Place fees and charges for 2024/25 as part of the budget setting process. These fees and charges include those for Council-operated car parks (off street parking) and on-street parking.</p> <p>Charges for parking contribute towards overall parking, transport and relevant Environment Service budgets.</p> <p>Prior to the Full Council decision, the new charges formed part of a Budget Proposal for 2024/25: Restructure parking fees and</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

	<p>charges and are expected to generate an additional annual income of up to £500,000:</p> <ul style="list-style-type: none"> • Changes to the Resident Permit and Season Ticket charges for 2024/25 have already been put in place. • The off-street parking charges, however, have been modelled to contribute £350k towards the overall income savings target of £500k, so form a significant component. • (Please note, charges for on-street parking are needing to be considered separately – and a separate consultation and decision-making process will need to apply for this). <p>Failure to introduce the fees and charges, and generate the budgeted-for income, will lead to a pressure on budgets and ultimately place other parking, transport and/or relevant Environment services at risk.</p> <p>Jonathan Martin, Finance Manager, 01/08/2024</p>
<p>Human Resource:</p>	<p>None</p>
<p>Legal:</p>	<p>Section 35 of the Road Traffic (Regulation) Act 1984 (“the Act”) allows the Council to make orders which provide for the use of parking places provided by it and the conditions on which such parking places may be used. The procedure for making orders under Section 35 is set out in Schedule 9 of the Act and in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (“the Regulations”).</p> <p>Consideration should be given to objections received to the proposed amendment order and as a result of any such objections whether to:</p> <ul style="list-style-type: none"> (a) make the proposed amendment order as advertised; (b) make the proposed amendment order with modification(s) or to implement some but not all of the proposed amendments; (c) not make the amendment order. <p>Before making any proposed modification to the amendment order, the following steps would be required:</p> <ul style="list-style-type: none"> (a) to inform persons likely to be affected by any such modifications;

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

	<p>(b) give those persons an opportunity of making representations; and</p> <p>(c) ensuring that any such representations are duly considered by the Council.</p> <p>Sarah House, Chartered Legal Executive (Property), 02/08/2024</p>			
Risk Management:	<p>If we are unable to approve the order amendment, there will be an increased financial pressure within parking budgets, as the income savings target cannot be materialised.</p>			
Property:	<p>The charges relate to the Council-owned and/or managed car parks.</p>			
Policy:	<p>Not applicable.</p>			
	Positive	Neutral	Negative	Commentary
Equalities Impact:				
<p>A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?</p>		Y		<p>The EqlA was considered as part of the budget consultation prior to the Full Council decision on 29 February 2024.</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?</p>	Y		Y	<p>Whilst parking charges may increase in some car parks, no particular protected group will be disadvantaged by this.</p> <p>For individuals with a disability: There is a negative impact in that free parking will be available in Council car parks for first 3 hours for blue badge holders, and charging applied thereafter (as part of the draft Parking Strategy proposal that users of facilities contribute to the costs of operation), whereas currently there is no time limit.</p> <p>However, this forms part of the proposals in the draft parking strategy which overall seek to deliver improved services for disabled users, by seeking to introduce more disabled parking bays where demand exceeds supply and upgrading key car parks to meet the Park Access standard. 50% discounts will also be available for blue badge holders on permit costs.</p>
<p>Environmental Impact:</p>		Y		<p>None.</p>
<p>Health Impact:</p>		Y		<p>None.</p>
<p>ICT Impact:</p>		Y		<p>Parking systems will need to be updated to reflect any adopted new charges.</p>
<p>Digital Services Impact:</p>		Y		<p>Webpage details will need to be updated to reflect any adopted new charges.</p>
<p>Council Strategy Priorities:</p>	Y			<p>The fees and charges reflect the draft Parking Strategy, which is part of the delivery plan for Priority 5. Thriving Communities with a Strong Local Voice: “5.11 Our town centres remain vibrant, and to maximise accessible by working with our partner organisations”.</p>

Core Business:	Y			The proposal is critical to the Council budgets and meeting its savings targets.
Data Impact:		Y		None
Consultation and Engagement:	<p>A public consultation on the order amendment was issued via www.westberks.gov.uk/consultations - direct link: Draft Parking Review of Off-Street Parking Places Amendment 13 (REF0013IM) - West Berkshire Council</p> <p>The consultation and Notice of Proposal were advertised on the website, in the local papers and onsite for 21 days prior to the commencement date. A notice was placed in the Newbury Weekly News for the amendment/variation to the 2009 Consolidation Order and also in the Reading Chronicle.</p> <p>The consultation was also sent to statutory and local consultees.</p>			

4 Executive Summary

- 4.1 Although a decision was made on the 2024/25 Fees and Charges at Full Council in February 2024, in order to implement the proposed fee changes, the Council is required to follow a prescribed statutory process, which requires publication of the proposals, and consultation in certain circumstances.
- 4.2 A Notice of Proposal has been issued for the Council-operated off-street car parks and statutory public consultation carried out. A decision is now required on the outcome of the consultation, to determine whether the draft order amendment can be implemented, and associated fees and charges introduced.

5 Introduction/Background

Introduction

- 5.1 The purpose of the decision is to consider comments and objections received as part of the statutory consultation process to introduce the new fees and charges for the Council-operated off-street car parks.

Background

- 5.2 The [Place and Resources fees and charges for 2024/25](#) were agreed at [Full Council in February 2024](#). To enable charges to be implemented, an order, an order amendment and/or notice of variation to an existing order must be put in place.
- 5.3 This is accordance with the next steps described at [Budget Proposal 2024/25: Restructure parking fees and charges - West Berkshire Council](#) and associated consultation.

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

- 5.4 The Council has already implemented the changes to Resident Permits and Season tickets.
- 5.5 To introduce the revised coach/bus parking charges at Newbury Wharf bus station it was considered that since only the schedule of fees was being amended, that a notice of [Notice of Variation – coach and bus parking at Newbury Wharf](#) could be issued, stipulating that the new fees and charges would come into effect from 05 August.
- 5.6 Proposed amendments and charges for on-street parking will be subject to a separate amendment order, consultation and decision-making process. This work is scheduled for August-September 2024.
- 5.7 In addition to the proposed charges, additional changes were proposed to the 2009 Consolidated Order for which an order amendment and formal consultation were required.
- 5.8 A [consultation](#) was launched on 11 July and continued through to 02 August to gather comments and/or objections on the [notice of proposal](#) to amend the 2009 Consolidated Order.

Proposals

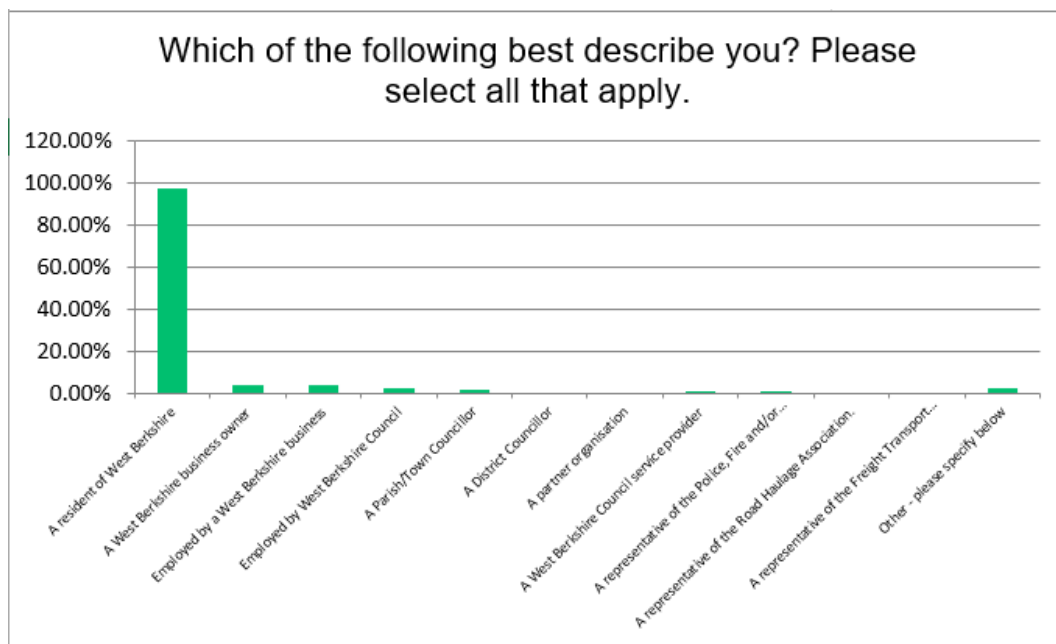
- 5.9 On 29 February 2024, at the meeting of the Full Council, the Council resolved to amend the 2009 Consolidated Order:
 - (a) to implement revised changes to the parking charges; and
 - (b) to amend the current exemptions (where applicable) for disabled person's badge holders by limiting the current exemption from charge to a maximum free three-hour period.
- 5.10 This amendment Order is being proposed for the following reasons:
 - (a) To provide a charging regime that is consistent across the District.
 - (b) To generate income to continue to provide maintenance and enforcement activity across all Council car parks, whilst supporting the District's economy, noting Department of Transport statutory guidance which states that enforcement authorities should aim to increase compliance with parking restrictions through clear, well designed, legal and enforced parking controls.
 - (c) To enhance the availability of disabled parking places
- 5.11 The off-street parking amendments are anticipated to contribute £350k/annum towards the overall review of parking charges target of £500k/annum. These savings targets have been built into the 2024/25 Car Parks budget and cost centre 18220. Failure to meet the savings targets will result in pressures, and ultimately could have implications on wider Parking, Transport and/or Environment revenue budgets for activities.

Consultation Feedback

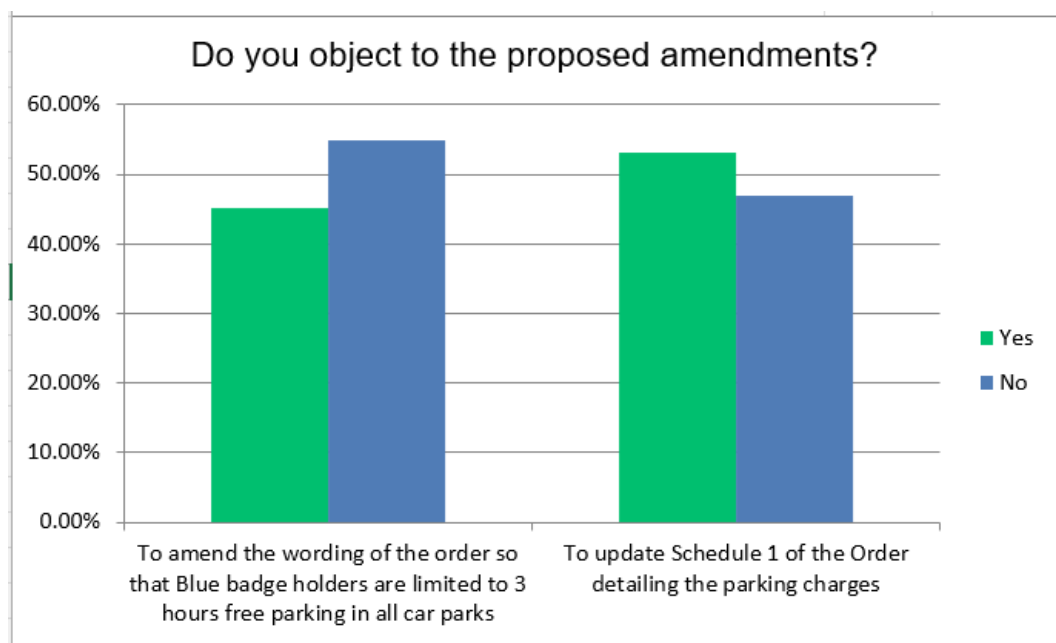
5.12 A total of 334 responses were received via the consultation portal and 18 responses from direct emails.

5.13 Detailed responses from the consultation portal on the order amendment can be found in Appendix B.

5.14 From the consultation portal, respondents identified themselves as shown below:



5.15 290 respondents from the portal advised whether they had any objections to amending the order. Of these, 131 (45.2%) objected to amending the wording of the order so that Blue Badge holders are limited to 3 hours free parking in all car parks; and 154 (53.1%) objected to updating schedule 1 of the order detailing the parking charges.



5.16 Key issues raised include (but are not limited to):

- Concerns with charging at Lambourn and the impact on businesses, residents and local roads.
- Concerns with Sunday charging in Thatcham for church attendees.
- Concerns with and comments on charging after 3 hours for blue badge holders and the impact on individuals with disabilities.
- Concerns on affordability, evening charges, competition with other parking opportunities and impact on town centres.
- Concerns with high charges in Newbury and concerns with parking and associated charges in Hungerford and Pangbourne.
- Requests for more free parking.

5.17 Other comments were made on EV charging, motorcycle parking, payment methods, hospital parking, public transport, enforcement, signage, on-street parking and more.

5.18 From the direct emails, feedback was received from:

- Hungerford Town Council – objecting to charging on evenings, Sundays and Bank holidays; and to limiting disabled parking to 3 hours.
- 12 residents of Lambourn – with concerns over the impact on congestion or parking on nearby streets, and for local businesses and residents.
- 5 residents objecting to Sunday (and nighttime) charges in Burdwood in Thatcham, particularly in relation to Thatcham Baptist Church.

6 Supporting Information

- [Consultation on the draft Parking Strategy](#)
- [Budget Proposal 2024/25: Restructure parking fees and charges - West Berkshire Council](#)
- [Full Council meeting in February 2024:](#)
 - [Budget Proposal Parking CSR \(as considered at Full Council\)](#)
 - [Budget Proposal Parking OSR \(as considered at Full Council\)](#)
 - [Place and Resources fees and charges for 2024/25 \(as approved at Full Council\)](#)
- [The off-street parking consultation:](#)
 - [Notice of proposal](#) and [draft order](#).

7 Options for consideration

7.1 There are 3 primary options for consideration:

- (a) To reject the proposed amendment order in its entirety and maintain status quo. This is not recommended as it will mean the Council is unable to adopt the Fees and Charges agreed by Full Council and will not achieve the required savings from parking charges.
- (b) To approve the proposed amendment order (in its entirety), to enable Legal Services to make and publish the order amendment.
- (c) To approve the proposed amendment order, with any modifications to reflect key/specific consultation feedback received, to enable Legal Services to make and publish the order amendment as modified.

8 Proposals

- 8.1 The two primary functions of the order amendment are to amend charging for Blue Badge holders such that free parking is limited to 3 hours (and pass holders will need to pay charges thereafter) and to introduce the 2024/25 Fees and Charges for Council car parks.
- 8.2 These matters have been previously consulted on in November-December 2023 through the [Budget Proposal 2024/25: Restructure parking fees and charges - West Berkshire Council](#), and a decision had been taken on at Full Council in February 2024. They were also in line with the proposals within the Council's draft Parking Strategy which had been consulted on earlier in 2023.
- 8.3 Although a number of concerns have been raised, the comments and objections received through this Parking Order statutory consultation do not appear to identify any significant additional concerns that had not already considered as part of the earlier consultations and decision-making by Full Council.

9 Conclusion

- 9.1 As a result of no new key nor significant concerns having been identified through this statutory consultation, it is proposed that the off-street parking order amendment should be implemented (without material adjustment).

10 Appendices

10.1 Appendix A – [Equalities Impact Assessment](#)

10.2 Appendix B – Consultation responses.

Background Papers:

None.

Subject to Call-In:

Yes: No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council's position
- Considered or reviewed by Scrutiny Commission or associated Committees or Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

Wards affected: All

Officer details:

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Appendix A

Equality Impact Assessment (EqIA) - Stage One

This can be viewed at [Equalities Impact Assessment](#) .

Consultation Responses

Question 1

Which of the following best describe you? Please select all that apply.

Answer Choices	Responses	
A resident of West Berkshire	97.31%	325
A West Berkshire business owner	4.19%	14
Employed by a West Berkshire business	4.19%	14
Employed by West Berkshire Council	2.40%	8
A Parish/Town Councillor	1.50%	5
A District Councillor	0.00%	0
A partner organisation	0.00%	0
A West Berkshire Council service provider	0.30%	1
A representative of the Police, Fire and/or Ambulance Service.	0.30%	1
A representative of the Road Haulage Association.	0.00%	0
A representative of the Freight Transport Association	0.00%	0
Other - please specify below	2.10%	7
Additional information e.g. group/organisation name (if applicable):		11
	Answered	334
	Skipped	0

Respondents from the 'other' category identified themselves as:

- Facilitator of the WB Learning Disability Partnership Board
- Live 3 miles away in Wilts
- Charity employee
- Currently a volunteer for a number for West Berkshire organisations
- NHS employee
- West Berkshire neighbourhood watch
- Run a dental practice in West Berkshire
- A responsible adult parent carer past Town Councillor
- A member of Thatcham Baptist Church
- Ex-Council parking employee
- A representative of St Michael & All Angels' Parish Church.

Question 2

Do you object to the proposed amendments?

	Yes		No		Total
To amend the wording of the order so that Blue badge holders are limited to 3 hours free parking in all car parks	45.17%	131	54.83%	159	290
To update Schedule 1 of the Order detailing the parking charges	53.10%	154	46.90%	136	290
				Answered	290

Question 3

Please tell us the reasons for your objection(s). Please note: We are not seeking views on the revised parking charges. These have already been consulted on, <https://www.westberks.gov.uk/bp2425-parking-fees> and confirmed by Full Council on 29 February 2024. This is the statutory process to implement these charges.

Answered 112
 Skipped 222

Comments relating to Blue Badge Scheme and/or disabled parking:

Persons with a Blue badge are likely to be in receipt of certain benefits to enhance their income so they have means to pay for their parking just like everyone else does. That's what their benefits/PIP ect are to be used for.
Being disabled I know that the time it takes to do shopping and rest, then maybe lunch, continue shopping then get back to the car can take me a lot more than 3 hours.
Blue badge holders should not be limited on how long they park.
I'm a carer for my elderly dad. He's 86 years old and has trouble walking. Just going shopping can take a few hours more than most people, because he walks so slowly. He also needs regular sit downs and rests.
The majority of Blue Badge holders are mobility impaired, therefore it takes much longer to get around shops. I often have to have a break between shops and allowing for toilet breaks etc, it's not a quick business to get shopping done.
Discrimination of blue badge holders. Making money out of charging them after three hours on the pretext of more blue badge parking.
It's difficult for disabled people/ blue badge holders to get about. It takes them longer to do shopping & have a meal in town. Life is difficult enough without them being charged to park.
If blue badge holders are only allowed to park for 3 hours, they cannot go shopping and then have lunch, they cannot shop and go to the theatre or cinema.
As a wheelchair user shopping and appointments take more time than for a non disabled person. Finding accessible shops, offices or clinics with parking spaces is difficult enough without having to move the car before business is complete.
If you are a disabled person shopping the time needed is always longer than an able bodied person , if they stop for refreshments etc this time becomes very short and a three hour max time even if you know where you are going and what you need to look at the time will be overrun and fines ensuing... whilst spaces are at a premium we should not be disadvantaging a disabled person having time to shop in our town
Think there are too many disabled parking places which are often not used .Having said that 3 hours may not be enough for most disabled persons. I am bordering on disabled myself and if I come into Newbury I tend to try to ensure that I have several appointments and places to visit and am much slower than most people, so would need more than 3 hours.
Depending upon the limitations of the driver, it can take a substantial amount of time to get out the vehicle and to where they are heading. I'm curious as to why there would be a need to limit the hours vs giving blue badge holders the opportunity to shop whilst not feeling under time pressure.
You're going to have my thoughts on it whether it's been passed or not. There is no reason why blue badge holders should not pay for parking.

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>They have the largest parking spaces. They have the most accessible parking places. Why shouldn't they pay. Not all blue badge holders should have a badge, I know two that shouldn't, Big house, two cars for two people one a Jag, said they've saved a fortune on parking. I know some will be genuine but you can guarantee most will be getting disability monies also. You park you pay. Could ask why you don't do special places for pensioners. But why bother.</p>
<p>I have a Blue Badge and sometimes I require more than 3 hours free parking.</p>
<p>The majority of disabled people require extra time for the following reasons A carer must load and unload wheelchairs from vehicles It takes longer considerably longer to go around the shops, especially if the person pushing the wheelchair is elderly or have their own mobility issues The disabled person takes longer to show/identify the items they need to purchase It is also dependant on how busy the shops are as to how easy it is to get around especially if you have to take regular toilet breaks or stop to have a coffee A lot of disabled people are pensioners or unable to work because of their disabilities Watching the clock will cause additional stress on the disabled which is totally unacceptable</p>
<p>3 hours gives plenty of time to enjoy the facilities. Disabled people get benefits to help with other charges.</p>
<p>Disabled drivers and or passengers may need a longer time to complete appointments and often have organised more than one event in a visit to the town</p>
<p>Disabled people shouldn't be charged for parking</p>
<p>I'm a blue badge holder. Limiting to three hours will stop me parking behind corn exchange, and using buses to Reading or Basingstoke. Where will I park. I often get a Barnes coach for a day trip... Again, where would I park, my walking ability is really restricted. You are further limiting my lifestyle by imposing your three hour limit. May you never live alone, be disabled and isolated.</p>
<p>Not all disabled people have the luxury of completing their shopping or daily business within 3 hours.</p>
<p>Blue badge owners should not be limited to three hours parking. It will obviously take disabled people longer to shop and possibly needing more toilet breaks than other people. Also if you want to shop and have a meal, three hours isn't long enough for anyone let alone disabled people. Let's use a bit of common sense to this parking review.</p>
<p>Blue badge holders shouldn't be limited to time as sometimes the reason they have the badges is due to mobility issues</p>
<p>Being a blue badge holder, sometimes 3 hours is not long enough</p>
<p>If accepted, why bother to ask for our views ?? Three hours free parking for the disabled is not enough. Disabled people take longer to exit vehicles and negotiate wheelchairs etc. They need more time to shop and access town facilities eg toilets, restaurants etc.</p>
<p>My husband has very reduced mobility. He is not fit enough to use public transport easily. We are both living on pensions and are not claiming any other benefits. The free parking for Blue badge holders is one of the few advantages he has. We enjoy visits to Newbury Town centre and Hungerford for shopping, library use and lunch and would regularly overstay the 3 hour limit.</p>
<p>Blue badge holders should not have time constraints. In some cases their lives are extremely restricted and there is no excuse to make a difficult life more so. Making money out of parking where people have no option but to use a car as there is no adequate public transport is morally reprehensible.</p>
<p>My husband is 73 and has now become a double amputee, I am 71 with Osteoarthritis and breathing problems. It was hard enough to get him in/out of car, and will be even more difficult now. I have to keep stopping when pushing his wheelchair so takes a long time to get around town and we like to stop for a coffee. To try to enjoy a stroll around town would be impossible if this is implemented?</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>Why should disabled people be limited? People who struggled with mobility will often go in once per week to do all they require rather than having to make several trips. There are not enough blue badge holders spaces. Don't discriminate against those who have a disability.</p>
<p>The disabled are not treated fairly already. They have extra costs everywhere that they don't get help with. They shouldn't have a limit on how long they can park for free- doing everyday things takes far longer than the average person. Putting limits on their time will put extra pressure on them</p>
<p>What an absolute disgrace to choose to penalise some of the most vulnerable members of our community in this way. You should be thoroughly ashamed of yourselves. Have you ever tried to get a heavy gentleman out of his car and into his wheelchair, wheel him around town and shops then return to the car and get him safely back in? All in just three hours? It's a physically exhausting and time consuming process. Another reason not to shop - and spend money - in Newbury. You have been told multiple times by many that your parking strategy is killing an already heavily weakened local market economy which you are sacrificing on the altar of party political ideology but you refuse to listen. In short, people do and will vote with their feet and shop elsewhere. You are slowly killing what was once a vibrant market town and now choosing to make it less accessible to some of the most vulnerable. Disgraceful.</p>
<p>Some times it takes a little longer to do what is needed in a 3 hr time slot</p>
<p>Blue Badge holders are subject to economic hardships more frequently than able-bodied people, and so it could have a profound adverse effect on them economically as well as mentally.</p>
<p>Blue badge users should be able to park for longer if needed without additional cost.</p>
<p>Once again vulnerable people with blue badges get penalised. Wilts council now charge which has stopped me visiting there.</p>
<p>A disabled person who works in town might need more than 3 hours free parking while they are at work</p>
<p>I am disabled and I'm finding Newbury incredibly difficult to access Limiting parking to 3 hours is unreasonable. You seem to have forgotten the disabled people move slower and take longer. It's bad enough that you close the High Street off. It is too long a walk for myself and most of my disabled friends. You need to realise that these constant actions of limiting to disabled parking closing roads are helping to kill the town centre.</p>
<p>If an able bodied person can park for as long as they like then disabled people should be allowed to as well. The solution would be to provide more disabled bays and indeed more parking generally.</p>
<p>Disabled people need time to do their shopping and putting a 3 hour limit could cause them to have to rush about to get done what they need to.</p>
<p>I am a Blue-badge holder with limited mobility. I make use of the Disabled persons' parking bays at Newbury Railway Station, multi-storey car park. When I make train journeys for clinic appointments at Royal Berks Hospital I often take more than 3 hours before I return to collect my car. I also travel by train to visit my daughter and family who live in London. This day return journey takes longer than 3 hours. I would like to suggest that users of the Station disabled persons' parking bays be exempt from the 3 hour limit if they have purchased a valid train ticket.</p>
<p>The Blue Badge allows people to take the time they need in a safe and timely manner. It also allows freedom to do business trips into London on the train without fear of overstaying at the car park. I was quite isolated before receiving my badge, and this gave me my life back. Financially, I have no income whilst building my business and caring for a sight impaired partner, which has reduced our income greatly. Not all of us have benefits to support us. Being able to use my badge for the railway parking, allows me freedom to visit friends, as well as conduct business. These things are vital to support my emotional health. Taking away the longer parking time means I would become more isolated. I don't expect I would be the only person with more than one need for the flexibility that the blue badge gives me.</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>I am a blue badge holder and it takes me longer to do things when I'm in town. I don't think I should be penalised for that. The parking rates are already very high. We want to encourage people to use our town not keep them away.</p>
<p>I am a blue badge holder & because the council have now stopped parking in Northbrook St in the evenings they are still not content with this. It seems the council want to get whatever they can from the chargepayers regardless of their circumstances. 3 hours in some occasions is not enough time for some people.</p>
<p>I'm disabled so I need to park close by and because of my disabilities shopping and activities take me much longer and I often need to stop for a break/ rest and I don't want to be constantly clock watching and worrying about the parked vehicle. Plus like many disabled people I'm in financial hardship and my income isn't keeping up with the prices, so to add charging disabled people for parking is like it's a targeted tax on disabled people. To charge disabled people for parking would put me and other disabled people off from coming and spending money in Newbury, especially as parking in Basingstoke, Reading and other places is free. And your reasoning for the change that it's to help with the availability of disabled parking spaces is nonsense, as very rarely are all the disabled parking spaces full, even by the museum car park.</p>
<p>3 hours isn't long enough to run vital errands eg medical/dentist appointment, banking, optician etc</p>
<p>Having a blue badge means some disability which may mean it takes longer to do things like shopping or enjoying an event at the Corn Exchange. 3 hours would not be sufficient in these circumstances</p>
<p>Three hours is not a long time if you have to get out a wheelchair and help the badge owner into it then go shopping or go for a meal, I think 4 hours would be more realistic.</p>
<p>Blue badge holders who are able to work typically are paid less than other workers and already have increased costs due to their disability which the government nationally was threatening with plans to do away with PIP. Restricting the time they can have free parking to only 3 hours will increase costs and may mean they can no longer afford to work. This applies especially where work starts before 8am or ends after 6pm which adds additional costs to the normal charges. Those charges already impact when events can happen especially where volunteers are relied on to deliver services including for the council.</p>
<p>In my opinion it would be better to stop non blue badge holders parking in these spaces.</p>
<p>It is a money making scheme which will yield very little revenue given the number of blue badge spaces and blue badge holders parking in excess of three hours. It is a waste of tax payers money to implement, to even think about bringing in.</p>
<p>I know someone who is disabled and works in town. There is no provision for people like this. She works in a minimum wage job and it is unfair that she will now have to pay for parking after three hours</p>
<p>You are wrong to limit disabled parking to 3 hours. Being disabled is hard enough in this country without having to clock watch parking. If you are serious about increasing availability of blue badge parking then get your parking wardens to monitor and enforce current blue badge parking - every day I see cars parked in disabled parking spaces without displaying a blue badge.</p>
<p>From a personal perspective, my Dad has a blue badge and enjoys trips to the Corn Exchange for evening events from time to time. It would be a struggle to get him to / from the car on top of watching the show in the Corn Exchange within 3 hours. He is a pensioner on a limited budget and this proposal to charge after 3 hours detracts from the few avenues of enjoyment he has.</p>
<p>As a blue badge user. I will find it difficult to get back to my car to then pay after 3 hours. I don't object to paying just how I may be able to.</p>
<p>What happens if you have hospital appointment or like me go to a centre for people with mental health group runs 9 till 4pm</p>
<p>I have driven someone with a disabled badge to locations in Newbury and there would be occasions when 3 hours is not sufficient, ie a visit to the Corn Exchange. Also when I drive and park in Newbury I will never pay for parking due to the cost of the charges so I would not be on</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>board with increasing them. You should be encouraging footfall into the town rather than elsewhere more accessible with free parking.</p>
<p>Concern would be that people with disability badges may well take longer to do what they need in town centres and may also combine health appointment (such as eye tests) with shopping or meeting friends. They have barriers and additional challenges already without their being a charge or need to move the car after 3 hours. Having said that, 3 hours is likely sufficient for most trips so I am not a complete 'no' on this but would have been somewhat more on the fence. I am not aware of how many disabled spaces we have and if someone were able to park for 6 hours or more then this could cause issues with other blue badge holders being able to park perhaps.</p>
<p>Disabled people face many challenges - one of which is the time it takes to overcome basic mobility challenges such as finding a route which supports disabled people. They also rely more on other people, which can further delay mobility. As someone who had to surrender their driver's license for 3 years, I can personally say that getting around and relying on others was stressful and time consuming.</p>
<p>I as a disabled person who uses walking aids, will take a lot longer to get around the shops than other able bodied people. The restriction of 3hours will add extra stress onto an already stressful experience. Disabled people are at a disadvantage already and now due to revenue raising ideas we are being forced to pay for something that many other local authorities do not feel the need to charge for. This just means that my already stretched money will be wasted on parking charges which seems highly unfair. To charge already disadvantaged people seems a cynical and abhorrent revenue raising policy. It will Barr disabled people from coming into town to shop and thus will mean even more businesses will be forced to close due to lack of customers. I honestly thought better of West Berkshire Council, but I was very wrong.</p>
<p>The three hour limit for blue badge holders will penalise people who need to take longer due to health reasons and the cost benefit would be negligible.</p>
<p>Also there are already so many disabled parking spaces - many of which are used by blue badge holders who walk better than me! I feel the blue badge system is over-used and flaunted.</p>
<p>Blue Badges - I have no vested interest in Blue Badges but I do feel that people living with a burden that warrants them being issued with a Blue Badge should not have additional restrictions like a 3 hour limit placed on them.</p>
<p>I agree with the blue badge as my husband has one and often there are not enough spaces however more blue badges are now issued. but the parking spaces do not go up. I would rather see more enforcement on people who park in disabled spaces without a blue badge all over the district money could be made from this.</p>
<p>If a blue badge holder wants to come to the area to shop, have lunch and maybe go to the cinema it would be extremely unfair to limit their visit to 3 hours.</p>

Comments on charges (at non-specified or multiple locations) and general comments:

<p>I don't mind the day time increases but I object to the evening/night charge on two grounds:</p> <ol style="list-style-type: none">1. Given that there is no pressure on car park spaces then and the amount raised by a £1.00 charge on a relatively small number of vehicles is not going to be significant, I do not think this is justified. Policing it may mean you have to pay people to work nights checking, or put up cameras everywhere and pay people to check them. So I don't think it will pay you to do it, yet it will cause resentment and may lead to more parking in the streets and residential areas if you are regularly out in the evenings.2. It penalises people who go out in the evenings for recreation (the only time possible for most workers) and could have a negative effect on the nighttime economy. <p>So I would say, put up the day time charges by all means, but please leave parking as free after 6.00 p.m.</p>
<p>I'm objecting to the evening charges being adopted in car parks outside Newbury.</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>The number of cars on road is increasing daily. Its yet more money built in to cost of running a car. Some street parking works perfectly well and needs no changes. A lot of healthcare workers rely on getting to work by car, due to family commitments, and have no choice but to park on roads. Taking away street side parking and implementing a 3 hour window, will mean they can no longer get to work!</p>
<p>No parking charges whatsoever should be applied in the village. Forcing people to park on the already congested poorly maintained by highways High Street, blocking driveways for residents access not to mention the dangerous situation of huge lorries delivering to the local supermarket. Reversing off into a restricted almost impossible area. The local cafe - a village lifeline with a dementia/caters meet up. The access to this car park is only one way you cannot go in/out together forcing queuing back up. This car park will not cover the cost of implementation.</p>
<p>I want free parking on weekend to regenerate the town</p>
<p>No fees should be charged to anybody who wishes to park on public streets in West Berkshire.</p>
<p>Parking at out of town retail parks is free. So unless by-laws are introduced to compel their landowners to levy parking charges, we shall continue to discourage visits to town centres and hasten their demise.</p>
<p>In the evenings most car parks are fairly empty. Why discourage people from going into the towns in the evening. In many areas it is likely to cost more to enforce than money raised.</p>
<p>More and more vehicles are parking in our road sometimes not moving for up to two weeks</p>
<p>Parking should not be a money making scheme for the council.</p>
<p>An increase of 20% on the first hour of Street Parking is very steep and contibutes to the cost of living well above the inflation rate. You are making money out of shoppers!</p>
<p>The areas where parking after 6pm is free assists local resturants and bars by providing parking for those establishments within the town center that do not have this facility. Why the change? The cost of regulating the new charges will be dwarfed by the revenue raised.</p>
<p>I feel that the council has lost sight of when people visit towns it is to spend money with local businesses. Given the Internet and out of town shopping penalising people parking in town centres do not need to visit town centres. This will have the net result in impacting the businesses that the council relies on for council tax. Parking for short say visits should be free, cheap or refundable if spending £x in the town. Parking over a longer period should be charged.</p>
<p>A complete waste of money. There is "no" parking attendant in the village, so one will be drafted in, and daily. The attendant will need to stay for over an hour each time. Notices camera's erected will most definitely be vandalised, again more money and damage equipment will lower the area.</p>
<p>The town struggles enough with low footfall. Parking should cover costs and shouldn't be used as an income stream, the extra you forecast you will make will be lost by a lack of footfall in town and a local business closing down.</p>
<p>No objections</p>
<p>Parking charges are already to high compared to many other towns with better shops and facilities. The latest of your burdens on the disabled parking fraternity is an insult.</p>
<p>an increase to any parking charges is a further nail in the coffin to the demise of any town centre environment and business leading to large company/corporate shopping malls and internet shopping</p>
<p>You shouldn't any any of these powers. You just abuse them like you do any other of your powers.</p>
<p>I fundamentally disagree with the charging proposals.</p>
<p>Parking is way to expensive as it is which limits people coming to the town centre- therefore lowering spending in the community.</p>
<p>Really!</p>
<p>Because you try to sneak this stuff in and don't actually care about the answer. You wrap words around the consultation so no one can really understand what is going on.</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>There is not enough short term i.e. 30 minutes anywhere in the area. Using parking charges as a revenue generator will drive more people from the town centres.</p>
<p>Why ask for my reasons for objection, then state you are not seeking views.</p>
<p>Parking should be easier not more difficult, especially for people who are not IT competent.</p>
<p>creating consistency of charging across the council area doesn't reflect the nature of the different towns within the West Berkshire Area. Newbury town centre is a major hub with major shopping chains, theatres, cinemas and other recreational services. Thatcham, Pangbourne and Theale are totally different and much smaller. The proposed parking charges will affect the trading situation within the town centre, the businesses of which are only just starting to recover from Covid. Sunday charging and overnight charging is totally illogical and will probably cost more to police than the gained income, and require council staff to be active 24 hours a day. It makes me wonder whether those introducing these charges actually know what the different towns are like.</p> <p>I am not sure how the council can say that the charges were consulted on in February. I have had no prior notification of these and I also read the Newbury Weekly News each week and am totally unaware of this taking place. I am sure many other people are the same</p>
<p>To aid town centres a designated car park should allow one hour free. This is enabled by Oxford Council in their parks.</p>
<p>Parking Charges - I have no objection to inflation linked adjustment of prices, but any such decision should be taken with consideration of the effect on the viability of adjacent retail and other facilities</p>

Comments on/from Lambourn:

<p>We shouldn't have to pay for parking in Lambourn. No one here can see any good reason why we should. You do not know what is good for the people of any town and to think you do is beyond arrogance. You have no right to think so when the people who live here don't want it. One reason you've given is allegedly that you want to stop overnight parking. Why? There are always spaces available. These charges won't have any effect on overnight parking anyway. Why do it - because, it is suspected, you just want to exert power and control over residents. We won't pay.</p> <p>Further, charging blue badge holders or limiting the time the disabled can park is a disgusting thing to do.</p> <p>Try very hard to remember who pays your wages. We do and you can easily be out of a job at the next election, which may come sooner than you think. You people got elected on the basis of "change" but you will be unelected if you impose changes on residents that they don't want.</p>
<p>Lambourn is a thriving community but only because of its vibrant shops. Adding parking charges will prevent people using shops, they will close, jobs and tax revenue will be lost, village enters decline. Lambourn has a single carpark that is used well. This prevents the main high street being blocked and becoming impassable to through traffic. I would much prefer a small council tax increase than paying for parking.</p>
<p>Whilst I can see the need to make parking charges equal across the county, not all places are equal. Charging for parking in Lambourn is just going to clog the roads up with vehicles. Most people who park in Lambourn are only there for a short period of time, so imposing charges is going to have an impact on local businesses, as it is easier to drive to Wantage, where you can park free for three hours.</p>
<p>Lambourn High Street is consistently being abused by those who believe parking on double yellow lines is acceptable. Although I do admit the double yellow lines are almost invisible. By charging people to park in the car park will encourage more to park on the double yellows on the high street. Double yellow lines to be repainted and a regular traffic warden prepared to issue tickets would be a better way for the council to make money rather than charging those responsible drivers who use the car park if there is no space on the high street rather than park on double yellows. If you do continue with this ridiculous idea spend the money on resurfacing the high street and many other nearby roads which are full of very very large pot holes. One very</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>disgruntled local resident as it always appears we are a forgotten village as far as WBC are concerned.</p>
<p>Placing charging machines within the car park off the High Street, Lambourn, will push people into parking in the free spaces higher up the High Street which are used by residents who will then have nowhere to then park. More people will also park on double yellows (by the shops) blocking the already over crowded High Street. Parking is already difficult in and around the High Street and by charging to use the general car park will increase the problem. I am happy to pay for a resident's parking permit up to £50 per annum as you obviously need the money and will help not to charge for parking in the car park.</p>
<p>This is simply a poorly thought out revenue raising exercise! 1. The cost of administering the charges will far out weigh any revenue. 2. The surrounding streets (particularly the high street) are already congested. This will inevitable add to the congestion. 3. There are businesses in Lambourn who use the carpark on an all day basis. They DO NOT need any additional costs eroding their already precarious profits. 4. If you absolutely insist on imposing the charges, at least do what VWH did and make the first two hours free.</p>
<p>I object to the proposed introduction of car parking charges at Lambourn High Street car park and believe it should remain free. The Council's changes will adversely affect residents. People currently using the car park will instead park in nearby streets, adding to existing congestion in and around the High Street. This may increase emissions due to cars idling or circling the village in search of free parking. Charges would disproportionately affect residents living on the High Street who use the car park daily. Some residents may find this unaffordable and it would be unfair to penalize them for something so essential. Many residents rely on their vehicles for access to services in the High Street as public transport options in and around the village are limited. It could result in reduced footfall for local businesses, which would have a significant impact on the local economy. The cost of implementing and maintaining a car parking charge system will probably outweigh the income received leaving the council with a deficit. Our village is known for its friendly and welcoming atmosphere and introducing charges would undermine this sense of community.</p>

Comments on/from Newbury:

<p>Newbury town needs all the help it can get.</p>
<p>When you compare footfall in Oxfordshire towns, eg Witney, Banbury... parking is free and there are boutique (not chain or charity or coffee) shops with far greater footfall. Newbury Town centre is no longer worth visiting and will become even less attractive</p>
<p>You've taken away all free parking in the evening in Newbury. How is that encouraging us to spend money at local businesses in the evening? The council will make more money, and local businesses are going to loose out. It seems incredibly selfish and a good explanation for why there are so many empty lots in the Newbury high street area.</p>
<p>Not going to make Newbury a place people want to travel to shop or visit. Will not increase revenue but probably decrease it,</p>
<p>Please explain why there are higher parking charges in Newbury when other towns are much less. Surely all this is doing is encouraging shoppers and visitors to go away from Newbury when we should be encouraging them to come here!</p>
<p>It is getting harder and harder to park in Newbury generally. You are driving people out of Newbury and discouraging visitors and businesses alike. The town is already a ghost town and this will only get worse.</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>Parking is already expensive in Newbury, raising the prices will mean fewer people will want to go into struggling business and more businesses may close. £2.50 for an evening charge, especially when most people will only use a couple of hours of it is extortionate, should be no more than £1.50 for overnight charge.</p>
<p>All the proposals mean Newbury becomes less desirable to shop in due to reduced time for disabled shoppers and increased fees mean people will be drawn to other towns.</p>
<p>Reduce the high parking charges ridiculous high. Free parking in all council car parks when you have special events going on in Newbury town, to bring in more people in to town. The more you put the cost up the less you get in people coming into town.</p>
<p>The evening charge for Newbury is a bit steep. If you are coming to get a takeaway having to pay £2.50 extra to pick it up because you are out of range of delivery firms is not good. An evening charge for Thatcham effectively costs you more money and I feel this will drive people away from getting takeaways and shopping. Again for stepping down to use the cash point after work and can't get a free space it's yet another charge on top of the journey which may take you five mins max. I am trying to avoid Newbury and shop in other locations now it has got too expensive to park. It really is a case of here get it done and get out. I wouldn't spend a day there now as you could buy a meal for a daily parking charge. My wages certainly have not kept up with price inflations. Some towns offer the first hour free to get prescriptions etc. Not good for your local businesses. We have zero buses in the evening to get to Newbury so car is the only alternative as is going to Thatcham.</p>

Comments on/from Thatcham:

<p>I was very disappointed to read in this week's edition of the Newbury Weekly News the notice regarding the proposed changes to the charges at the Burdwood Centre, Thatcham. As a regular worshipper at Thatcham Baptist Church I am concerned that charging for parking beyond a two hour stay will not only be a problem for others attending the worship services but to the local residents, as more vehicles will be parked on the surrounding roads.</p> <p>The implementation of an evening parking charge will also have a similar impact. The church building is in use not only for church events during the week but also by many community groups and organisations.</p>
<p>I am a member of Thatcham Baptist Church and I am often at Church for longer than 2 hours on a Sunday as they have lots of events after the service including bring and share lunches. This is a chance for lots of people to share a meal together rather than be on their own for Sunday lunch. We have never had to pay for parking on a Sunday and usually the car park is only full of people attending the service on a Sunday morning or evening. The church benefits the whole community, they run food bank from there on a Thursday and lots of other groups during the week which are encouraged to attend the Sunday morning or evening services. It seems counter productive to penalise the congregation on a Sunday by making them pay for the car park and there's a strong possibility people will find free spaces in local roads thereby annoying the local residents.</p>
<p>As a Thatcham resident, I feel we should be encouraging people into Town not putting them off with a new evening charge at the main car park in the Kingsland Centre. Especially as we have lots of in town restaurants, Thatcham needs to encourage more people not less.</p>
<p>With respect to Sunday charges specifically behind Thatcham Baptist Church, I find it to be a tax raid on a religious community that itself does so much to support not just its own members but all the people of Thatcham. Thatcham Baptist Church gave the land for part of the car park and now it is being repaid by being forced to pay to use its own land.</p>

Comments on/from Pangbourne:

<p>Parking in Pangbourne already a problem. Patients frequently unable to get machine to work or no mobile reception to be able to pay. Many car parks locally offer free parking for at least half an hour or an hour to encourage people to come to shop or use local facilities and find the parking restrictive.</p>
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Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>I live near Pangbourne and believe free evening parking encourages people to visit and use the restaurants and pubs which are already struggling. I worry that imposing an evening charge would discourage visitors and lead to the decline of the restaurants and pubs there.</p>
<p>Over the last few years many free carparks have become pay carparks, eg in Pangbourne. It stops people calling in to local shops to pick up a couple of items. If there are free off-road spaces people are more likely to park there to go to a shop for 1 or 2 items.</p>

Comments on/from Hungerford:

<p>Parking charges should be abolished in full. Its a false economy. Free parking would increase footfall to towns therefore increasing revenue for shops therefore increase businesses able to thrive therefore increasing rates income to the council. Basic economics but all the council see is the immediate cash income. It would actually save the council money in the long run. I'm hungerford just take a look at how popular tesco free car park is against other parking.</p>

Question 4

Are there any other comments you would like to make?

Answered	100
Skipped	234

Comments relating to Blue Badge Scheme and/or disabled parking:

<p>Disabled badge holders with limited mobility may be so slow that any time constraints will be distressing to them</p>
<p>Clamp down on non badge holders who park in disabled bays.</p>
<p>I'm sorry but I don't understand why 'disabled badge holders' have free parking at all, but am glad there is at least, a restriction of free parking. Most of the people I know who are blue badge holders are reasonably wealthy and can easily afford parking charges, and would be happy to pay the charges as they have better parking options.</p>
<p>One understands the need to increase revenue but to say the disabled aspect is to increase space availability isn't true. Even the quickest person visiting a number of shops might reach the 3 hour limit very quickly.</p>
<p>More activity by traffic warden in Theale High Street . Disabled Bays more clearly marked and addition of disabled bays. As a Blue badge holder I only have the choice of 2 both on the same side of the road. And these are used very frequently by vans Larry's and others. Hence the need for more activity by warden . Also parking in restricted areas and yellow lines. Making it difficult to pass through the High street.</p>
<p>Finding parking places accessible for wheelchair users is difficult enough without putting more restrictions in place.</p>
<p>You need to look again at how this will disadvantage the disabled</p>
<p>Try being disabled!!!. We are excluded enough without a three hour limit.</p>
<p>More blue badge parking spaces would be useful</p>
<p>I think 3 hours is fine as a blue badge holder</p>
<p>As a blue badge holder I have no problem with being asked to pay for parking over 3 hours. However, I do have concerns about how this will be administered on a practical level, especially outside the Kennet Centre car park where there is no attendant. Would I be expected to return to my car after 3 hours and buy a ticket? Do I have to judge in advance and buy the extra time and then set my clock? This aspect appears not well thought out in the documents attached to this consultation.</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

Disabled drives should not be punished when they parking because they probably only get out on certain days to there shopping
I feel this is putting a lot of disabled residents at a disadvantage, especially those with mobility problems?
I don't see why blue badge holders shouldn't pay through same as everyone else.
I see no reason why disabled persons are exempt from parking charges. The proposed change is a step in the right direction. Asking badge holders to pay would not be discriminatory.
How many times are blue badge spaces used for 3+ hours anyway? Should remain flexible
Disables parking should be free for as long as user needs
I'm really annoyed about this proposed amendment! It's expensive having a disability as it is without further charges being levied.
I hold a Blue Badge. I have no objection to paying for parking.However, I object to the siting of ticket machines as far as possible from the disabled parking bays, and the impossibility of card payment.
Blue badge parking is becoming more and more difficult to access, probably for the following reasons 1 - BB purpose to allow those with mobility problems to park nearer to entrances etc and have a wide space to allow easier in/out of carts, many BB awards now ave no mobility issues but still take up a BB space 2 - Non council BB parking very poorly enforced resulting in BB holders needing to park elsewhere. If a shop/company designate a BB space this should be enforceable with fines for misuse 3 - BB holders with mobility issues find keeping to a schedule very difficult, to limit hours makes this more problematic
To charge disabled people to park when they will take twice as long as the able bodiedabd therefore will have to pay twice as much is quite frankly an incredibly distasteful move to make. The money raised will be miniscule compared to the money businesses will lose from the disabled customers who will now be forced to stay at home even more so than they are now. I need a carer to go out which means that you are denying local businesses two potential customers everytime. You should be encouraging more people into town rather than fewer. I would argue that this proposal is illegal due to the equality act. Reasonable adjustments include free parking for the time required, not giving time limits for people who take longer anyway. I am appalled at this attitude the council should be ashamed.
My mum has a blue badge and she struggles to walk / move quickly - restricting how many hours she can park is discrimination against her disabilities
We have to acknowledge that it may take a disabled person a lot longer to complete a short trip to the shops etc. It may be appropriate to review the time allowance in some places and increase it to 4 hours.
It's unfair to target disabled people and if you bring in these changes disabled people will either go elsewhere to places like Basingstoke or they will park on nearby roads or on double yellow lines which will cause parking chaos across Newbury, either way it will not generate the extra revenue you are expecting.
Blue badge, should be free parking, all the time , no charge
I believe in principle that there would be a limit to the length of time for a blue badge council parking space, but it needs to be longer (e.g. perhaps 5-6 hours instead). The reason being that some disabled people are slower to get around (myself included) whether they are assisted or not, and the effect of parking suddenly being paid after a short timeframe could discourage them from getting out and about and investing in the local economy.
Blue badge parking is about making sure people can access services by parking closer to them, if more blue badge holders pay for parking then this money could be used to provide more parking for both blue badge holders and anyone else.
Blue badge holders spaces should be limited in all car parks in west street multi story there are limited spaces yet some people park all day for free time theses spaces were limited

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

<p>It takes longer for a disabled person to get in/out their vehicles. There should be no limit on their parking time. Better use would be parking wardens who could assist/check that disabled badges are correct.</p>
<p>Disabled people often feel isolated. If they are parked for more than three hours there will be a genuine reason for this, it is not abuse of the system. It is not clear what the council are trying to achieve as the number of spaces and potential revenue is so small - they should look at putting resources into employing more traffic wardens or renewing the machines in the car parks to stop break downs and increase their revenue that way.</p>
<p>It is not clear how parking charges could be made to start 3 hours after parking commences. It is not clear how conflict of different rules / charges at other car parks, eg railway station car parks will be addressed.</p>
<p>Make Newbury disabled friendly please. We need more parking that is accessible to shops. We need more time to get around. It is so important to have a social life to be out and about with people to be able to shop freely, Newbury seems to be closing down and not wanting disabled people in it. I know the decisions are made largely by people who have no idea of the difficulties (Thank God you are so lucky) But the bottom line is we need access we need to be close as many of us cannot walk far And we certainly don't need time constrictions that caused stress and make walking and getting about even harder. Please welcome us into the community.</p>

Comments on charges (at non-specified or multiple locations) and general comments:

<p>I would add that consultations have become a dirty word because organisations and councils are becoming notorious for holding so-called consultations and then not taking any notice of what people have said. Again, I warn you, remember who pays your wages.</p>
<p>No.</p>
<p>Ensure that entry into a car park that turns out to be full requiring one to leave almost immediately should not attract a charge. Maybe a five or ten minute allowance should be permitted</p>
<p>none at this time</p>
<p>Not very clear what the changes are without ploughing through the information. Unable to see previous schedule to compare. Publish this survey on local groups on Facebook, Penny Post etc. to ensure wider distribution.</p>
<p>N/A</p>
<p>No</p>
<p>A crazy sly way to force money out of people already poorly served by the District Council. A complete waste of Council money to install and control.</p>
<p>Just that I fully support your reasoning for this proposal.</p>
<p>Please stop charging staff at hospitals to park.</p>
<p>No</p>
<p>No</p>
<p>Hospital attendance may require a stay of more than 3 hours and should be considered</p>
<p>All car parks should have at least one hour+ free parking; to support local economy, the local community and encourage visitors</p>
<p>No</p>
<p>Parking is inevitably a controversial issue but for movement of traffic to be balanced against the need for parking someone needs to plan and manage. It's never going to be win win . However, very pleased 'something is being done' and, if J might say so, WBCs fair and reasonable approach to enforcement.</p>
<p>Public transport options from where we live are limited and we now only able to visit the town centre about once every quarter. It used to be weekly!</p>
<p>Cars need to pay their share given their impact. Low income does not use cars and do not benefit from the special privileges given to them.</p>
<p>Please make sure you give people alternative ways to pay cash, card or phone via app.</p>
<p>No</p>

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

Ensure payment by cash/coins is available in all cases and ban use of phone app payments as too many scams
No
Parks that do not offer cash payments should always have an option to pay by phone and NOT only by online app. Many people do not have smart phones, and not always internet connections away from home which require data services/ costs. Further, pay by app systems require download of an app and do not always work.
Ensure that a smart phone is not required for parking payment.
Object to all and every change to the current parking charges.
Payment should be possible by cash and not only by app. If an app is required the same app provider should be used cross West Berkshire and payment simple and clear with no need to tap out or confusing options. 24 hr phone support must be provided for app support. App provider and download availability on West Berks website as well as from car parks.
I think Sunday parking should be free or the same as evening parking, this would attract more people into our towns.
Any changes must be made as part of an integrated plan of other transport modes. I doubt that's happened...can't even design a proper cycle way on the a4.
Shoppers are more likely to head up to the retail park where parking is free rather than paying to park in town to look around the shops there.
To make parking much easier for those new to the area the information and parking procedures need to be made easier to understand for those older or vulnerable users. Getting started with paying on the phone can be difficult. If these proposals are accepted there needs to be more care and attention given to the notices than at present to the public, that prices have increased and the free time for the disabled is 3 hours.
Perhaps put prices down to encourage more people to come to town. When in doubt same old increase prices make parking harder.
None
No
Payment methods should include cash and card, with mobile phone being an optional addition. I note that some car parks are pay on entry and some pay on departure. My preference is pay on departure.
Please make the meters user friendly, so that one can use cash or a credit card, and not have to struggle installing aps.
Please see Q3 response. If you are charging for parking are you going to charge the local food bank for having a permanent space.....just a thought!
Consultations are valueless.
No
The lack of reliable and quick public transport already impacts the ability of the less wealthy to access services at a convenient time or to participate in cultural activities. Those fortunate to have a car seem to be regarded as "cash cows" to meet shortfalls in revenue. The cliff edges at 8am and 6pm add significantly to costs for volunteers whose work starts early or finishes late. This will mean I will not now be volunteering beyond walking distance especially at those times. It will impact organisations offering breakfast clubs or similar unless they have their own private parking which presumably gets caught under council tax. It is very hard for anyone to get a blue badge to enable mobility and any changes will create a lot of negative publicity for the council especially as this consultation has not been advertised at any car park where disabled spaces are provided.
Parking is too expensive
The public unfortunately seem to be the cash cow for everything these days, I thought the Council Tax was supposed to cover this!
Appreciate the council has major funding challenges & parking is always a good target. The more fees increase the less likely I am to use town centre shops, bus or restaurants. A one hour

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

parking fee is comparable to shipping cost on Amazon and often far more convenient. Driving local residents away will not support the tough challenges faced by retail outlets.
I have known other towns to offer more schemes for local residents/shoppers or schemes such as free parking after 4pm or on a Sunday. Paying to park is not for me, especially by phone/app and I'm not even of retirement age. My mother for example couldn't do it. Luckily she has a bus pass. But if you want people to support the town and the traders you need to support them in doing so or they will simply not support or go elsewhere. Or, if they do come, not stay long due to time constraints. After all, what are we paying for? As a rule there seems to be plenty of parking in Newbury.
Yes. As a direct result of your parking policy, I rarely come into town unless I have a specific errand. I shop mainly either online or go to Basingstoke.
No
Can action be taken to curtail the anti-social pavement parking that blights many residential streets close to the town centre where there are no parking charges.
When there are parking restriction, there is sometime only can be contacted by telephone number, please ensure that there are access for deaf people for example an email address, access to remote BSL services or a webpage where they can lodge the info.
No perhaps review with local health organisations if they feel that 3 hours would be sufficient to complete any appointments and waiting time etc...
I am guessing that none of your new implementations were even discussed or run by the people that they would affect. You have reached conclusions based on your own views which are mainly about getting extra revenue to make up for the waste of money created by your other flawed decisions.

Comments on/from Lambourn:

Proposals to introduce parking charges in the Lambourn car park will impact Church Services on Sundays, Weddings on Saturdays and Funerals on weekdays. These services require parking for more than one hour. There are already severe parking problems in Lambourn and imposing charges will make the situation worse.
It appears that the decision has already been made to implement charges at Lambourn car park. So presume this is a waste of my time. Only local people would ever want to park there as there are so few shops. Most people already park on double yellow lines on the High Street which is dangerous. Introducing car park charges will encourage that behaviour.
Car parking charges should not be introduced in Lambourn. It will add to the traffic chaos as people try to park on street overnight. This is in effect a £365 charge for residents to park overnight in an area where there is very limited parking.
Parking in the High Street needs to be more regulated. By charging for parking off street, you will probably create more issues on the High Street
Perhaps the council could look at other ways of attracting more funds instead of picking on the easy targets.

Comments on/from Newbury:

I would encourage more occasions when free parking all day is offered to encourage people to visit and spend money in Newbury. The parking charges certainly put me off visiting the town centre more. And the bus service to/from Wash Common is very limited.
Stockbridge, Hants, has free on-street parking and has a thriving shopping street with a good turnover of cars. I suggest a free period for parking should be instituted, at least an hour perhaps two (three in the evenings?), that would encourage traffic into Newbury and into the the shops, cinema, Corn Exchange, Old Library Arts Centre and markets.

Parking Traffic Regulation Orders (TROs) 2024 – Off Street Parking

What is the point of asking our opinion on something that has already been decided? Parking charges in Newbury are exorbitant now and put so many visitors off coming to town - what a stupid idea it is to raise charges even further.
Need motorcycle free parking around Newbury not just in kennet car park or parkway. Need them around which be more easier to park
Yes big issue! i am a motorcyclist also and there only 5 parking spots for this! why? i often ride into Newbury and cannot find anywhere to park! as the spaces are taken.
You need to stimulate spending in Newbury and surrounding areas without charging a fortune to park. You could if there is increased spending in Newbury in the shops, pubs, restaurants increase business rates to increase council coffers.. otherwise the only thing you will see in Newbury is tumbleweed
Please can we have more resident parking as at benedict court planning was for only 19 car spaces for 55 flats with no visitors spaces... Now more over 60 year old still drive, but can only have 1 car, no visitor spaces, no where for the increased amount of carers.
Don't increase parking charges as other cheaper car parks in Newbury are also bound to follow after
I hardly come into Newbury anymore because of the relatively high charges. A rate for half an hour would be good for me so that I can go in to town in my lunch hour to run errands.
Newbury is no longer a market town, and it is slowly dying

Comments on/from Thatcham:

The parking at the Burdwood Centre in Thatcham on a Sunday is usually free all day. Why is there now a charge when the car park is used mainly by church goers? That's not kind
Please amend the revised charges for The Burdwood Centre on a Sunday to no charge. I also believe the church used to own a part of the car park behind the church and it was either sold or given to the council as we were allowed free parking on a Sunday?
We need far more EV charging points in Thatcham to enable us to make the right choice and buy zero emission vehicles.
Charging for parking in Tharcham on Sundays and Bank Holiday may decrease footfall in Thatcham

Question 5

Would you like to be contacted by Parking Services about consultations and other engagement opportunities?

Answer Choices	Responses	
Yes	27.69%	67
No	72.31%	175
	Answered	242
	Skipped	92

Note

Questions 6 and 7 have been removed from this summary for data protection purposes as they contain location and contact details of respondents.