

**Responses to Representations made on the Pre-submission Draft**  
**Stratford-upon-Avon Neighbourhood Development Plan**

**Policy TC14**

Representations: Total received 29

Number in support: 16

**Summary of Responses**

Responses generally supportive or neutral with a number of detailed suggestions which will be a matter for the parking advisory body

**Modification Proposed**

Despite the general support for the intentions of this policy from residents, the matter falls outside the remit of a Neighbourhood Development Plan to enforce as a policy. However, to retain the initiatives contained within it, this will be converted to a project (TC Project 9).

This policy (to be re-designated as a “project”) aims to set up a body immediately that will keep all parking issues under active consideration. Where no express response has been made to comments it is because the plan team consider that the suggestion is one that needs to be looked at by the Advisory Body.

## Individual Representations and Steering Group Responses

Code Number	Full Name	Organisation represented (where applicable)	Policy TC14	Neighbourhood Plan Steering Group Response
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<b>Statutory Consultees' Comments</b>				
1001	Stratford District Council	Statutory Consultee	<p>It is understood that Windsor Street Car Park has a limited future and replacement parking will be provided in the redevelopment of the area covered in policy TC10.</p> <p>As drafted, the policy is partially 'land-use' (relating to the protection of existing car parks and creation of new car parks) and partially 'aspirational' (in respect of setting up a Car Park Advisory Body). The aspirational element of the Policy should be within an appendix to the Plan. Therefore, consideration should be given to 'splitting' this policy.</p>	This policy will be re-designated as a project

<b>Agents and Developers' Comments</b>				
502	Stratforward BID		<p>We broadly support this policy, consideration of the current pricing structure is required as many car parks are under utilised due to the high level of parking charges. More reasonable charges would</p>	<p>Supportive</p> <p>This will now be a project rather than a policy. This could be</p>

			increase usage and duration of stay; this would have the potential to reduce traffic movements.	investigated within this project but ultimately the pricing is set by SDC.
507	JLL re: Gateway One	Developer's Agent	This policy seeks to protect all car parks, except the NCP at Rother Street. Whilst this is in principle supported, the policy should also provide the flexibility to renew and re-provide existing car parks in the future, given that some of the car parks in the town are nearing the end of their useful economic life and will need to be re- developed over the Plan period (as envisaged at The Gateway site).	TC14 We consider that it is implicit in the terms of reference of the advisory Committee that the positioning of car parks in the town will be one of the issues that will need to be kept under constant review in the light of changing circumstances of congestion, car park use and economic viability. The physical condition of car parks- whilst it may be a consideration in any future assessment of future provision -is not primarily a matter for the the NDP We are therefore suggesting no change to this policy
514	Stansgate Planning re Town Trust		This is inconsistent with TC9 Rother Street Triangle which safeguards the triangle site for mixed use redevelopment and makes no mention of car parking. The wording makes the policy inflexible in bringing forward new car parking or making changes to existing parking to the detriment of the vitality of the town centre.  Furthermore, there is reference to a Car Parking Advisory Body and in the event such as Body is found to be necessary the Town Trust would like to be involved	We do not consider that the retention of car parking in the Rother triangle is inconsistent with policyTC9.  The intention of policy TC14 is to encourage a flexibility of response to changing economic needs and circumstances including changes to car parking provision.

Residents' Comments				
013	Rosanna Dymoke-Grainger		Agree. Parking is great in town and very reasonable price wise. The use of traffic wardens and consistent parking charges helps.	Supportive
028	Gordon Harrington		There needs to be more emphasis on the need for the car parking charges policy and pricing to encourage more shopping in the town centre. The importance of more realistic and affordable business rents to encourage new businesses and discourage the loss of existing businesses should be included here.	Supportive.  Business rents outside the scope of this policy
038	Amanda Waters		Yes, agree. It needs to be sorted. One hour free at Bridge Street is perfect, as it allows residents long enough to pop to the shops. It could be changed to residents only? And extended to other car parks.	Supportive
048	David Bowie		Pedestrianisation will require good parking facilities close to the centre. Church Street should be extended by a second storey and fully opened to the public. The Plan should specify sensible measures, not leave a key policy area to some advisory body - this is a cop-out.	Not agreed. The plans for off street car parking will remain the responsibility of the local authorities. The plan does provide for evaluating the options for the provision of car parking to relieve congestion, including Church Street, see INF1(3) refer to answer to081

056	Martyn Luscombe	Stratford Voice	Support in principle, but the wording comes across as being very car-centric. Convenience of shoppers should be strengthened to include the creation of an enjoyable visit to the town, where traffic is removed or calmed, site lines of historic buildings and visas are not obstructed by parked vehicles, pavements are wide enough to accommodate all (including an increasing proportion of slower, elderly folk, and growth in the use of mechanical mobility aids), noise levels are low and air quality high.	Two of the five heads of the objectives for the advisory body are convenience of shoppers and of residents and a third traffic congestion and its impact on the town ,is neutral as between car and community. This suggests that overall there is a proper balance between these interests.
057	Trevor Honychurch		Agreed. The 1 hour free at the Gyrotory car park is very useful and should be extended to all car parks- payment on exit rather than buying a ticket at the start of the visit makes for a less stressful visit (don't need to keep watching the clock & bad news when visitor gets a ticket for being late back). Council needs to look on the car park as a service not as a money spinner.	Supportive
064	Richard Eden		There are some existing car parks which could be made multi storey which would help. The bridges over the Avon should be revisited. The previous example was the wrong design. A good design might be more welcome. Lucy's Mill Bridge should be upgraded to enable easy access by more pedestrians, wheelchairs, pushchairs and cyclists. This bridge needs attention and not just left to get worse.	Noted.  Policies elsewhere are designed to address the future of the existing footbridges
081	Nicholas Oliver		Disagree that the strategic objective for car parking should be determined by businesses. The strategic objective should be determined by the needs of all Stratford residents, of whom business owners form a small minority.	Business is only a part of the advisory body; it should not have a majority of membership. The body will not have executive powers but will make recommendations to

				those bodies who do- in most cases the County and District councils. It is a means of providing an opportunity for joined up thinking about some of the most troublesome problems of the town and doing so in a way that responds to the changing environment. It will have representatives from the bodies who have the executive power.
086	Jenny Fradgley		Major emotive issue but our Park and Rides do not work as well as they could.	Noted.
095	Eric Ward		Advisory Body needs to work on this before Policy is finalised. NCP: See my comment on TC5	Noted.
108	Cheryl Aubrey	Work at The Fourteas, 24 Sheep Street.	Rosebird park and ride is unusable for anyone that works, 30 minute buses are just not practical, plus it is really expensive, Shipston side visitors and workers need something to stop them having to drive into or through town. Affordable parking for workers. Direct debit payments for monthly rather than 3 monthly for season tickets as is now. More pay on foot carparks. Great idea to implement a team	Supportive
119	Liz Thompson, Director of Communications	Royal Shakespeare Company	We welcome proposals which acknowledge the prosperity, vitality and competitiveness of tourism and cultural attractions, as well as businesses and shops. We suggest this therefore also includes a reference to visitors as well as shoppers. We hope the policy also states that Park and Ride is not an effective option for late night audiences or employees returning after evening shifts.	Supportive

121	Helen Rowena Warrillow	<p>I believe a review of parking in the town is essential and would like to see the following on-street parking issues addressed, particularly for Stratford residents who are usually parking with a particular objective in mind. a) There is no opportunity for a quick 'pick up' stop. Initially we had 15 mins free - but this has long gone and forces shoppers to out-of-town locations for ease of access and parking. Please bring it back. b) There is too much intolerance with parking 'crimes'. Shopping requirements or appointments become very stressful if they have to be abandoned because there is insufficient time to get back to the car. We need a method for some lee-way. c) There are particular problems for churchgoers on Sunday mornings. Firstly, they are forced to pay, despite there being no competition at this time of day for the spaces, and secondly, even if they do pay, the maximum parking is for 2 hours. Charging for Sunday parking has come about as a consequence of the relaxation of Sunday trading laws but, in Stratford, this is now having the effect of penalising churchgoers. Also, churches are a place of community as well as worship and many people require or desire to be in attendance beyond the 2 hour maximum parking but are unable to do so legally. Knowing this, traffic wardens, in their teams, can usually be seen descending on a church area 2 hours and 11mins past the church Service time (the 11mins is thanks to the government). This is yet another example of parking intolerance and I would like to see parking charges removed prior to 12 noon on a Sunday and also after 5pm, if only for residents. I suggest the introduction of a 'residents parking</p>	<p>Supportive Comments noted</p>
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			tolerance permit' for car windscreens, giving special dispensation to Stratford residents for certain situations, may address these concerns and potentially any others which are raised. What is lost in parking fines would be gained in goodwill for the Council.	
125	Mandy Last		The dropped kerbs in the town centre need to be improved as some of them are still rather high and are difficult pushing a wheelchair up them. I sometimes have to use a wheelchair and my husband who is in his thirties has trouble pushing me up them so how someone who isn't strong manages I really don't know. Particularly at the crossing by the Island by the One Elm	Agreed. This is a point that should be taken into account immediately by the Councils as an operational matter
143	Chris Strangwood		Car Parkin should be totally reviewed with more park and ride schemes on the edge of town, especially the Warwick road car park to go with the Rosebird and Bishopton.	Supportive
154	Wendy Appleby		Car parking in the town centre should be made for resident's local residents who use the on street parking to drop into the shops in town, usually less than 1 hr. The traffic around the gyratory system is unacceptable and must contribute to very poor air pollution levels.	Supportive
170	Peter Emmerson		A growing problem in Stratford is all day on-street parking by office workers avoiding car-parking charges. This is a particular problem in the Western Road/Timothy's Bridge Road/Bishopton Lane areas. Traffic circulation is hampered and emergency vehicles would find it very difficult to reach the scene. This anti-social activity should be firmly banned with severe penalties in case of ignoring the regulations.	Noted. Dealing with this is current operational need and not necessarily within the scope of this plan

173	Neil Williams		All car parks should have a pay on exit format. No more pay and display. This would encourage people to park there, with no pressure to get back to their car. The car park on Church St used by the council should be returned to a public car park. There is no excuse for the council to have their own and they should be setting an example - no one else in town gets their own car parking. I think the P&R is a lost cause, unfortunately. There is no incentive to park there when the bus to town takes as long as driving themselves, getting stuck in the same Birmingham Rd traffic jams. Perhaps the council can use it. The recreation ground car park needs an entrance further up the Shipston Rd (next to the Rushbrook Stream) as it can take hours to exit!	Supportive.  Park and ride is an important part of a car parking/ congestion policy but it will only be effective if there an incentive, financial or otherwise, for drivers to use it.
174	Sarah Eglin		agree	Supportive
205	Trevor Bruce		All on street parking for private cars should be removed to force people to use the designated car parks. This will give space for wider paths and missing cycle lanes.	Noted. However, short term on street parking is considered important for the local economy
217	Karen Wild	Stratforward Business Improvement District Ltd	We broadly support this policy, consideration of the current pricing structure is required as many car parks are underutilised due to the high level of parking charges. More reasonable charges would increase usage and duration of stay; this would have the potential to reduce traffic movements.	Supportive
228	John Campton		Good to regulate car parking - charges in Stratford so much higher than in Leamington and Warwick . Greedy	Supportive

256	Valerie Ansfield		Car parking should not be considered in isolation from a Park & Ride Scheme; parking at the Maybird should be charged for & the income generated put to funding proper Park & Ride. The Park & Ride to the Maybird should be reinstated as a priority and traffic directed to use it on an ACTIVE basis.	Noted
257	Bennet Carr, Headmaster	King Edward VI School	Parking in the Town Centre. Car parking should support Town Centre businesses as well as help reduce congestion. A co-ordinated system to signpost drivers to all pay and display car parks including our own, and not just Stratford District Council's car park, would help reduce congestion particularly at peak times.	Supportive.  Supporting business is one of the objectives of the advisory body
282	Anne Marian Kiely		Perhaps look at how Ely (Cambridgeshire) manages its parking, for a small city. There are car parks where parking is free of charge for either one , two or four hours- people decide how long they are likely to be in the town and use the appropriate car park. Charges are then applicable after 1, 2, or 4 hours. As mentioned previously, Park & Ride now discontinued on Sundays and Bank Holidays. Perhaps cost per person is too high? Perhaps cost should be per car, with all the occupants at a very reduced (or free?) rate? Also, Knowle (nr. Dorrige) has Town car park f.o.c. for 0-3 hours during day, then charges per additional hour up to 6pm, when free all evening!!	Supportive  Suggestions noted