

Appendix 2: Non-Questionnaire Responses from Town Councils

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Ref: MS/LE/Parking271017

27th October 2017

Joanne Patterson
Parking Services Manager
Wiltshire Council
County Hall
Bythesea Road
County Hall
Trowbridge
Wiltshire
BA14 8JN

Dear Joanne,

Parking Charges Consultation – Response from Chippenham Town Council

I can confirm that the Chippenham Town Council have given consideration to Wiltshire Council's Parking Charges consultation. I include the comments from the Town Council below;

OPTION 1

The Town Council consider that this question should not be a binary choice. Members questioned why public money has to be put towards subsidising private bus companies. The option for charging for parking at out of town car parks was raised and the Town Council were keen to understand if Wiltshire Council has engaged with any of the major retailers in the town with regard to parking provision. Members wanted a key consideration to be made for charging for out of town car parking. It was noted that increases in parking charges may place huge pressures on the town centre and reduce the viability of the town centre businesses.

OPTION 2

The Town Council agreed to the option of implementing Sunday and Bank Holiday charges for all Wiltshire Council Car Parking to raise £78,000 per year.

OPTION 3

The Town Council noted that there were currently no free Wiltshire Council car parking spaces within Chippenham. The Town Council is in agreement for Wiltshire Council to implement charges to all its car parking, raising £95,000, to bring other towns in line with Chippenham.

OPTION 4

The Town Council requested the option to retain free spaces over the November and December period, they agreed the free parking should be limited to a maximum of 3 hours.

OPTION 5

The Town Council suggest that Wiltshire Council amend season tickets to achieve equity across all towns. However, the Council believe that a 65% reduction, would be a more appropriate option.

OPTION 6

The Town Council agree with harmonising the charges for resident's parking permits and limited waiting permit charges across Wiltshire and the introduction of a two tiered charging regime with a second permit being a higher charge.

OPTION 7

The Town Council were generally unaware there was a grace period with parking times in all car parks, the view of the council is that the grace period should be reduced to 10 minutes.

OPTION 8

Alternative methods;

- The Town Council believe as a general principle that increasing the car parking charges in the town centres could adversely affect the viability of businesses.
- The Town Council fundamentally disagreed with the manner in which Wiltshire Council had constructed the questionnaire giving the recurring option of reducing public transport funding as the reason to increase charges.
- The Town Council wish to bring to the attention of Wiltshire Council the wider economic impact that parking charges have on the community and general viability of business ought to be considered by Wiltshire Council.
- Wiltshire may wish to investigate a Workplace Parking Levy (*as introduced by Nottingham City Council*) a charge levied on businesses to raise revenue to fund transport infrastructure, this could then be used to offset perceived deficits in parking income and in turn pressures on the council's Public Transport budget.

In conclusion, I trust that the comments of the Town Council are helpful and shall be taken into account and reported through to your Cabinet. If you require any clarification please contact me.

Yours sincerely,

M J Smith MBA LLB (Hons) C.Mgr FCMI
Chief Executive

Cc Cllr Bridget Wayman, Cabinet Member – Highways Transport and Waste

From: Simon Scott [<mailto:sscott@corsham.gov.uk>]
Sent: 28 November 2017 09:19
To: Hampton, Adrian
Cc: Parks, Bill
Subject: Parking Consultation

Good Morning Adrian,

Corsham Town Council's Property and Amenities Committee discussed the parking consultation at their last meeting and asked me to put forward their views; the relevant excerpt from the minutes is below and follows the order of the questions in the questionnaire:

P&A 48/17 Car Parking Review

The contents of Wiltshire Council's Car Parking Review consultation questionnaire were noted and it was agreed that a response should be made on behalf of the Town Council, to include the following comments:

- i) That the Town Council did not object to the inflationary increases where necessary;
- ii) That the Town Council was against the introduction of Sunday and Bank Holiday charging;
- iii) That the Town Council did not have an opinion on free car parks;
- iv) That the Town Council did not object to free parking for events in November and December being withdrawn;
- v) That the proposed season ticket increases were excessive, counterproductive and that they should be inflationary increases only;
- vi) That the Town Council did not have an opinion about harmonising resident parking schemes as this does not affect Corsham;
- vii) That the Town Council did not object to the reduction of the period of grace to the legal minimum.

Kind regards

Simon Scott

Simon Scott
Head of Technical Services
Corsham Town Council
Telephone: 01249 702138
Mobile: 07879 256215

The logo for "Corsham AT CHRISTMAS", featuring the word "Corsham" in a green serif font with a stylized green bird or leaf above the 'o', and "AT CHRISTMAS" in a smaller green sans-serif font below it. The logo is surrounded by several red snowflakes.

Christmas Lights
Switch On and
Christmas Market
Friday 1 December
From 5pm - lights on at 6pm

From: Simon Fisher [<mailto:Simon.Fisher@devizes-tc.gov.uk>]
Sent: 16 November 2017 12:47
To: Hampton, Adrian
Subject: PARKING CHARGES CONSULTATION

Good afternoon Adrian

Devizes Town Council has considered Car Parking Charges Consultation.

The Council does not feel it can provide its response through the consultation portal as the options for response are too restrictive and believe it will result in a skewed outcome.

The Council object to the link between parking and public transport. Devizes is not well served by public transport and making its funding a condition of the parking charge strategy will impact most significantly on the less well off in our community. From the consultation questions it is unclear what level of funding is proposed for public transport and why there be any reduction in public transport services when all the proposals are to increase parking revenue. If the status quo is maintained with parking, then the same should be with public transport funding although the Town Council strongly believes that public transport should have its own ring-fenced budget.

Set out below are the Town Council's responses to each of the questions.

- **1. Seeking ways to mitigate against an inflation increase across all parking charges**
Whilst there is a case for an inflationary increase it is regrettable that rather than smaller incremental increases, it has been left for so long that now there is such a significant proposed increase. Within the document the term improved fairness is referenced, however the current parking charges are clearly still based on the former District Council structure where Kennet made a higher charge than those in neighbouring districts of a similar sized town.
- **2 - Introduce Sunday and Bank / Public Holiday charging at all car parks.**
Historically this has not been paid for in Devizes. Whilst there is an argument that there should be some parity in the town the proposal would have a significant impact on many of the Devizes town centre residents who do not have their own parking spaces and do not need to move their vehicle for work purposes.

It is suggested that for Sundays and Bank Holidays a lower rate of flat fee is implemented. If there is to be a charge on Sundays and Bank Holidays then there has to be enforcement in every town for the scheme to have credibility.
- **3 - Charge in all Wiltshire Council car parks.**
The Town Council would strongly resist any charge being made to park in Devizes Market Place. As set out in 1, Devizes has a significantly higher rate of charge that comparable towns such as Calne and Bradford-on-Avon and this historically is because of level of free parking in the Market Place therefore, for Devizes the second option already applies.
- **4 - Move the free event parking offer in November and December to other times of the year.**
Devizes Town Council does not support this. The only rational given for this was free parking used for Christmas shopping, when in reality the majority of towns

use it for Christmas Events and its loss would the ability to run these highly successful community activities end.

- **5 - Base season ticket prices on the standard rate charges**

We believe that this is ill thought through. There is no basis for the £280.000 year additional revenue as we do not know how often Season ticket holder park therefore there is no guarantee that it will produce the levels of income anticipated.

For Devizes it is felt that there are very few season ticket holders therefore any income would be minimal; however there is a real fear that rather than pay, those people who are no longer willing to pay for the season ticket, as they have no benefit, will park in residential areas creating further problems.

- **6 - Harmonise residents' parking permit charges**

We believe that there should be harmonisation across the county with a two tiered charging regime with a second permit being higher. However this has to be coupled with daily enforcement patrols.

- **7 - Reduce the period of time or parking space from 15 minutes to 10 minutes in all car parks**

We believe that a better level of enforcement is needed for those who do not follow a fair parking policy reducing the time to 10 minutes will re-enforce that message.

- **8 - Other comments**

Whilst we recognise that parking is not free and there has to be a charge for it. Pricing needs to be consistent across the county with no one town being penalised by being more expensive against its peer towns. The retail sector is extremely fragile and shoppers can make irrational decisions when it comes to parking.

Where a town is in discussion about areas for asset transfer, in Devizes's case the Market Place, the status quo should be maintained.

Parking enforcement is inadequate and therefore significant levels of revenue are going uncollected by those who abuse the current system. All these policy options seem to do is to seek to collect further revenue from those who are currently paying, without dealing with those who do not. Parking fees should be used to properly manage the system rather than be a revenue stream for other unrelated services.

Should you need any further clarification, please do not hesitate to contact me.

Kind regards

Simon Fisher
01380 722160



Wiltshire Council - Car parking charges consultation 2017 – Labour Group Salisbury City Council response.

Salisbury City Council recognises the importance of bus subsidies in giving communities an essential lifeline and for Salisbury it also provides increased day visits to local businesses. The Wiltshire Council approach to threaten bus subsidies in relation to car parking and residents' permit charges is not welcomed by this council, Further, funding of rural bus subsidies should not be raised from Salisbury's car parking charges. [Option 1]

Wiltshire Council claims to have not applied an inflation increase to its car parking charges since 2011. However it has introduced in the last two years lots of new car parking charges across Wiltshire, many in car parks that were formerly free parking. Users of Salisbury's car parks already have to pay substantially more than elsewhere in Wiltshire and therefore any percentage increase discriminates against regular users of Salisbury's car parks as the overall financial impact is disproportionate. Any above inflation increases to car parking charges would not be acceptable to this Council. As the proposed car parking charges are based on future CPI projections over 5 years, the proposed parking charges should not come into force before December 2020. [Option 1]

The 50% Proposal to base season ticket prices is acceptable if based on the sum [all day charge X 5 days a week X 46.75 Weeks a year divided by 2]. The 85% discount figure claimed currently is a misnomer even if a car park user was assumed to park in the City every single day of the year the discount would be only 63%. This is not reflective of those coming into the City to work. [Option 5]

Reduction of the grace period from 15 minutes to 10 minutes will not make any significant impact to the car park turnover rate and is not in the spirit for why the 15 minute parking grace was introduced. Any increased income will be of insignificant overall value. [Option 7]

The withdrawal of free event parking, having only recently been reintroduced would be rightly viewed with scepticism by the local community and would reduce the local offer that can be put in place for special community events. [Option 4]

This council is appalled at the proposed massive hike in residents parking permits, many residents face a 350% increase on their annual parking permit charge, with additional higher costs for additional vehicles. Residents' Parking Permits have never before been used to generate additional income to Wiltshire Council. The harmonisation of residents' parking permits should be at cost to run the parking permit service and to contribute toward the enforcement of the respective areas. Any above inflation increases to Salisbury residents' permit charges would not be acceptable to this Council unless Wiltshire Council can clearly demonstrate any charges that are levied above inflation will provide positive improvements to residents' parking issues in these areas. Any significant increase such as that proposed should be done with a slow gradual phased increase with the addition of monthly / 3 monthly payment period options. [Option 6]

Option 1 – Bus subsidy cuts or Projected CPI inflation increase over 5 years.

Option 2 – All car parks Sunday and Bank Holiday charges.

Option 3 – Start charging in free car parks.

Option 4 – Free event parking.

Option 5 – Base season ticket prices on the standard rate charges.

Option 6 – Harmonise residents parking permit charges.

Option 7 – Reduce the period of time of parking grace from 15 minutes to 10 minutes.

Option 8 – Alternative ways to fund from the local community.

Not all options have been responded to as they are not currently applicable to Salisbury or with full agreement of Councillors.

Marlborough Town Council

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Mr Adrian Hampton
Head of Local Highways
Wiltshire Council
Bythesea Road
Trowbridge
BA14 8JN

20th November 2017

Dear Adrian

Car Parking Charges Consultation

Marlborough Town Council has considered its response to the consultation on options for parking charges across Wiltshire. As a corporate body, an online response is not appropriate and doesn't allow for additional comments on the proposals put forward and our Councillors have asked that a written response is given to you as Head of Local Highways.

In general terms, the Town Council is aware of the increasing pressures on budgets but, the link made between surplus revenue from car parking charges and propping up local public transport doesn't really fit with Marlborough. With some of the highest parking charges in the county, we have still seen the recent withdrawal of two bus services and reductions in a commuter bus link to Great Bedwyn Station. This feels like being penalised through a lack of investment in the town, more especially so when it's clear that other towns have received significant investment in new facilities – Corsham (a campus), Melksham (a campus), Malmesbury (a Community Centre), etc.

To help spread the message about the consultation, the Town Council promoted it through its online communication networks as well as informing local groups, including businesses. However, it's clear that the message wasn't received loud and clear by many of your customers – those who actually use your car parks. There were no posters displayed or notices on ticket machines. Season ticket holders were not separately notified nor were those registered for automated cashless parking sent texts encouraging them to take part. So, no real effort made to reach everyone affected. It's been drawn to our attention that there may be an issue around the legalities of that. A ruling following the Supreme Court's 2014 Haringey Council Tax case was that a local authority has to contact all those who will be or are likely to be affected by the outcome of a consultation. That's a given, not best practice.

As part of work towards the Marlborough Area Neighbourhood Plan, a Car Parking Study was undertaken by consultants People & Places which involved face to face and online consultation. The overall analysis concluded that Marlborough was short of car parking spaces, much more so than comparable market towns. Though this is a separate issue, some facts from the study will be still useful in terms of harnessing public opinion.

Two relevant points, both listed under negative perception of car park pricing, were:

- *Qualitative feedback from businesses and town centre users highlighted the need to reduce the cost of parking*

- 71% of town centre users rated car parking as a negative aspect of Marlborough, nearly double the National Small Towns average.

So, unaffordable parking will affect local retailers and businesses and may put town centre users off coming to Marlborough. Or, with a mix of few available parking spaces and high charges, workers and visitors could look to park in more residential areas, or even illegally (blocking accesses, etc.) Add to this a reduced bus service and there'll be an increased reliance on cars – something that all tiers of government are working to combat.

On the options put forward, Councillors had the following comments:

Option 1 – Seeking ways to mitigate against an inflation increase across all parking charges

There is a lack of clarity around how surplus funds raised from car park charges have been used to support other highways services. It's not clear what these other services are and how this is set out in WC budgets. Councillors also asked whether a commitment by Kennet District Council to harmonise parking charges across Wiltshire bringing them in line with those in Marlborough was still to be honoured. Marlborough still appears to be one of those leading the field.

Option 2 – Introduce Sunday and Bank/Public Holiday charging at all car parks. There is no support for the introduction of charges on Sundays and public holidays in Marlborough.

Option 3 – Charge in all Wiltshire Council car parks. At the moment all WC-owned car parks in Marlborough have charges. There should be no move to charge for the 2 hours restricted free parking in The Parade and 30 mins restricted parking on the side of the High Street.

Option 4 – Move free event parking offer in November and December to other times of the year. A withdrawal of the free parking allocations during November and December would mean that the Marlborough Christmas Lights Event could not go ahead in future years (it would cost £2,300 to buy the spaces – unaffordable for the Town Council). In addition, the Town Council has used its allocation to give spaces in the centre of the High Street for the Charity Christmas Tree donated by the Rotary Club - again this would no longer happen should that allocation be removed.

Option 5 – Base season ticket prices on the standard rate charges. Calculations show that this would involve an 82% rise in charges in Marlborough. This would be unaffordable to residents, workers and businesses. Season ticket holders are not guaranteed a parking space so would, on top of the enormous charge, have to pay at the normal daily parking rate if they had to use alternative car parks. One suggestion would be to make Kennet Place a season ticket holders only car park.

Option 6 – Harmonise residents' parking permit charges. There are no residents' parking permit schemes in Marlborough. It needs one.

Option 7 – Reduce the period of time or parking grace from 15 minutes to 10 minutes. Local councils in England must, by law, allow 10 minutes grace after the end of the time paid for before an enforcement notice is issued. Reducing this from 15 minutes is simply adhering to that law. The Council has no reason to object to it.

Option 8 – Proposals for alternative ways to fund from the local community. There have been many occasions over the last year or so where ticket machines are covered or are not working – this clearly has an impact on revenue collected. Better overall enforcement of parking is needed too. Sometimes, Enforcement Officers are not seen in Marlborough for several days. A focus on the non-payers rather than those who pay would help to increase those revenue streams.

Yours sincerely


Mrs S A Parker, MFLCM
Town Clerk

From: Clare Harris [<mailto:Clare.Harris@melkshamtown.co.uk>]
Sent: 11 October 2017 11:12
To: Hampton, Adrian
Subject: Car Parking Consultation - additional information

Hi Adrian

I have completed the online survey on behalf of MTC but members had a little more information they wished to add and there was not really anywhere on the form to submit general comments, for good reason I am sure! Please find below an excerpt from the minutes of the Community Development committee meeting FYI.

Concern was expressed that the proposal to revise season ticket prices would mean that workers in the town would be faced with an enormous increase in parking charges overnight if the proposed revisions to be implemented. This would not only be unpalatable for affected individuals but may also have the consequential impact of workers in the town seeking free parking and thereby causing traffic congestion in residential areas within the town, a problem that would be exacerbated if free parking at the Melksham House site were to be withdrawn upon the advent of the prospective Health and Well Being Centre.

RESOLVED: *To respond to the questions posed within the consultation exercise in the terms agreed by the Committee and to emphasise the Town Council's grave concerns in relation to the proposals to revise season ticket charges and the consequential adverse impacts this would have.*

Thanks Adrian
Kind regards
Clare

Clare Harris
Deputy Town Clerk



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Parvis Khansari
Corporate Director for Highways and Transport
Wiltshire Council
Bythesea Road
Trowbridge
BA14 8JN

30 November 2017

Our Ref: Man/63800/CT

Dear Parvis

Re: Car Parking Charges Consultation

I write on behalf of Salisbury City Council (SCC), regarding the Wiltshire Council Parking Charges Consultation.

Salisbury City Council recognises the importance of bus subsidies in providing rural communities an essential access to services offered in Towns and Cities, such as businesses, Schools and Healthcare. We are aware that this is applicable to Salisbury and specifically on Market days where there is an increase in foot fall from the surrounding areas. However, we feel that linking this with increasing Car parking charges and specifically Residents parking is totally inappropriate.

We understand that Car parking charges need to increase in line with inflation for maintenance and to improve their access, attractiveness, and security. We welcome that with any increase in charges (maximum of 12%) that there should be harmonisation across Wiltshire Car parks and that for Salisbury we would wish to see charging on exit as most National car parks do. Ideally using Contactless as this would improve the offering specifically for Salisbury as a Tourist destination.

With regards to Sunday parking (option 2) SCC supports the proposal that Sunday and bank / public holiday charges are introduced at all Wiltshire Council car parks as estimated this would raise an additional £78,000 a year.

SCC is also supportive of a consistent approach to car parking charges across all Wiltshire Car parks (option3) and that the projected potential annual revenue raised of £95,000.

SCC does not support the withdrawal of free event parking, having only recently been reintroduced within Salisbury. (Option4) At the most recent Christmas Light Switch-On event Salisbury saw a reported 10,000 visitors to the city and it was clear that many vehicles were parked illegally close to the city centre.

SCC is supportive of the 50% Proposal to base season ticket prices assuming this is based on a monthly charge, (Option 5) as a suggestion we would welcome quarterly and annual season tickets options with possible saving options too. SCC recognises that many Rail users use the Central Car Park and this would align with Railway season ticket options.

SCC is unable to support a massive hike in Resident's parking fees, (option 6) in order to 'Harmonise residents' parking permit charges across Wiltshire'. The justification is particularly tendentious given that 3,800 of the 3,875 Wiltshire resident parking permits are issued to Salisbury residents. However, we are supportive of increasing fees to reflect inflation (12%), which should be enforced more effectively than at present. There is evidence from residents that commuters are chancing parking in residential areas because they know that in an average week getting one fine is cheaper than paying for parking for a week. Thus the lack of regular parking enforcement makes this a favourable statistical gamble. Hence frustration from local residents unable to park near their homes.

SCC strongly disagrees with amending the grace period of up to 15 minutes before a penalty charge notice is issued (option 7), which SCC feels would be petty and antagonistic.

Additional Comments re: Income stream

SCC believes that improving the offering from the Park and Ride sites should enable a better income stream for example if ALL park and ride busses passed or connected with the railway station then this would benefit commuters. However, there would have to be an extension to the time that the last P&R Busses leaving the City. There is a need to find a provision for Rail Commuters before Southern Rail decide to develop a multi storey car park as they have done in Andover and other commuter stations to London.

Representatives of the City Council are looking forward to meeting Cllr Wayman and Mr Khansari in due course as soon as a mutually convenient date can be arranged as agreed at the Environment Select Committee meeting of 21st November and hope this may facilitate a further consultation response on behalf of the City Council.

Yours sincerely

Cllr. Jeremy R L Nettle
Chair of Planning and Transportation
Salisbury City Council

From: Lance Allan [<mailto:Lance.Allan@trowbridge.gov.uk>]
Sent: 16 November 2017 14:59
To: Hampton, Adrian
Cc: Wayman, Bridget; Fuller, Peter; Payne, Graham; Palmen, Stewart; Bill Austin
Subject: Parking charges consultation

Adrian, I have just 'completed' the parking charges consultation on behalf of the town council and found a number of problems with the structure of the survey. Therefore I am providing below the town council's preferred responses to each question:

**Q1 Someone representing an organisation
Trowbridge Town Council**

Q2 Trowbridge

Q3 In light of the above, which option below would you most support (please tick one option only)
An inflationary increase to current pay and display parking charges
Support a reduction in the equivalent funding of public transport and other highway services.

NEITHER – The decisions regarding stay length and charges should be delegated to each town council with a fee payable to Wiltshire Council equivalent to the current net income for those car parks in that town. Trowbridge Town Council believes that this would deliver greater net financial benefit in Trowbridge in particular as the current charging regime already delivers a net cost to Wiltshire Council and the proposed increase is unlikely to deliver higher income.

Q4 In light of the above, which option below would you most support (please tick one option only)
Wiltshire Council implementing Sunday and bank holiday charges in all its car parks (including those that are currently free during the week);
Spreading the income requirement across the chargeable car parks within that local community with the resulting cost increase to parking charges
A reduction in the equivalent funding of public transport and other highway services.

NONE – The decisions regarding stay length and charges should be delegated to each town council with a fee payable to Wiltshire Council equivalent to the current net income for those car parks in that town. Trowbridge Town Council believes that this would deliver greater net financial benefit in Trowbridge in particular as the current charging regime already delivers a net cost to Wiltshire Council and the proposed increase is unlikely to deliver higher income.

Q5 In light of the above, which option below would you most support (please tick one option only)
Wiltshire Council implementing charges in all its car parks
Spreading the income requirement across the chargeable car parks within that local community with the resulting cost increase to parking charges
A reduction in the equivalent funding of public transport and other highway services.

NONE – Considering the market and alternative options for each car-park. Although outside the town boundary, charging in Southwick Country Park will have a significant impact upon the parking situation in neighbouring streets and at the tea room. It is an unsustainable proposal.

- Q6 Would you support the council withdrawing the use of its free event parking offer in November and December? It is estimated this would raise an additional £5,000 a year.
Yes I would support this
No I would not support this
If you said no why is this?

RESOLVED: That Trowbridge Town Council opposes the proposal to remove the option of free-parking allocation to towns in November and December as this change would significantly harm local town-centre businesses. Additionally the town council considers that in order to improve the financial viability of council car-parks in Trowbridge the management of them should transfer to Trowbridge Town Council.

- Q7 In light of the above, which option below would you most support (please tick one option only)
Wiltshire Council amending its season ticket prices so that they reflect at least 50% of the normal daily charge
Spreading the income requirement across all chargeable car parks across Wiltshire with the resulting cost increase to parking charges
A reduction in the equivalent funding of public transport and other highway services.

NONE – Considering the market and alternative options for each car-park. Increasing charges to levels which do not match the market in local car-parks is unsustainable, for example the station car park in Trowbridge has season ticket prices which are lower than the neighbouring Wiltshire Council car-parks. Trowbridge cannot sustain the same charges as Chippenham. It is an unsustainable proposal.

- Q8 In light of the above, which option below would you most support (please tick one option only)
Harmonising the charges for residents' permits and limited waiting permits across Wiltshire.
Harmonising the charges for residents' permits and limited waiting permits charges across Wiltshire with the introduction of a two tiered charging regime with a second permit being a higher charge.
Spreading the income requirement across all car parks across Wiltshire with the resulting cost increase to parking charges.
A reduction in the equivalent funding of public transport and other highway services.

- Q9 Would you support Wiltshire Council reducing the parking grace period from 15 minutes to 10 minutes across all its car parks? It is estimated this would raise an additional £5,000 a year.
Yes I would support this
No I would not support this

- Q10 Do you have any other suggestions how funding could be found to cover the increases needed?

The decisions regarding stay length and charges should be delegated to each town council with a fee payable to Wiltshire Council equivalent to the current net income for those car parks in that town. Trowbridge Town Council believes that this would deliver greater net financial benefit in Trowbridge in particular as the current charging regime already delivers a net cost to Wiltshire Council and the proposed increase is unlikely to deliver higher income.

Regards

Lance Allan BSc FSLCC

Town Clerk & Chief Executive

Trowbridge Town Council, The Civic Centre, St Stephen's Place, Trowbridge, BA14 8AH

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