

Car Park Order Consultation - Statements and Responses		
		No of comments
<b>Residential Streets</b>		
<b>Statement</b>	Parking charge increases will increase the number of people using residential streets for parking	6
<b>Response</b>	This risk was considered in the development of the parking strategy. As most residential streets in the centre of Elgin already have cars parked along their length during the day we do not believe that this will be significantly exacerbated. Where no parking restrictions are in place any vehicle may lawfully park on a residential street, although we understand that this causes frustration to local residents. Further controls in terms of on-street parking are for future consideration by the council.	
<b>Statement</b>	There is inconsiderate parking on residential streets and this will increase	1
<b>Response</b>	If any vehicle is parked unlawfully this should be raised with the police who have powers of enforcement.	
<b>Cooper Park</b>		
<b>Statement</b>	Drivers will circle Grant Lodge / the library whilst passengers go to the library	1
<b>Response</b>	The proposals include 30 minutes free parking at Cooper Park for short trips to the library and similar. We would not anticipate a driver circulating for a trip that was longer than 30 minutes.	
<b>Statement</b>	Charges at Cooper Park will lead to reduced use of the library	3
<b>Response</b>	The current spaces are limited waiting spaces, and are routinely in use prior to the library opening – ie not by library users. The proposals are intended to make parking available for library users. Cooper Park has disabled parking bays for those who hold a blue badge, and is proposed to have 30 minutes free parking, and to be free (no charge) after 1200h. Those wishing to park for longer than 30 minutes in the morning can choose between the charges at Cooper Park or £1 for all day parking at the nearby Lossie Wynd car park.	
<b>Statement</b>	Charges at Cooper Park will deter volunteers at the library / heritage centre	1
<b>Response</b>	The current spaces are limited waiting spaces, and are routinely in use prior to the library opening – ie not by library users. The proposals are intended to make parking available for library users. Cooper Park has disabled parking bays for those who hold a blue badge, and is proposed to have 30 minutes free parking, and to be free (no charge) after 1200h. Those wishing to park for longer than 30 minutes in the morning can choose between the charges at Cooper Park or £1 for all day parking at the nearby Lossie Wynd car park.	
<b>Statement</b>	Charges at Cooper Park will lead to reduced use of Cobbs Café	2
<b>Response</b>	The current spaces are limited waiting spaces, and are routinely in use prior to the library opening, and the principal operating times for the café. The proposals are intended to make parking available for library users. Cooper Park has disabled parking bays for those who hold a blue badge, and is proposed to have 30 minutes free parking, and to be free (no charge) after 1200h. Those wishing to park for longer than 30 minutes in the morning can	

	choose between the charges at Cooper Park or £1 for all day parking at the nearby Lossie Wynd car park.	
<b>Statement</b>	Charges at Cooper Park will deter people from using Cooper Park	14
<b>Response</b>	The current spaces are limited waiting spaces, and are routinely in use prior to the library opening – ie not by library users. The proposals are intended to make parking available for library and park users. Cooper Park has disabled parking bays for those who hold a blue badge, and is proposed to have 30 minutes free parking, and to be free (no charge) after 1200h. Those wishing to park for longer than 30 minutes in the morning can choose between the charges at Cooper Park or £1 for all day parking at the nearby Lossie Wynd car park.	
<b>Statement</b>	Cooper Park should be 2 hours free and free at weekends	1
<b>Response</b>	It is not proposed to charge on Sundays or on any afternoons. A number of options were considered in developing the proposals, and the one approved for inclusion in the draft car park order was believed to be the best compromise that made parking available for park / library users.	
<b>Statement</b>	Cooper Park should be free with a time limit	1
<b>Response</b>	A number of options were considered in developing the proposals, and the one approved for inclusion in the draft car park order was believed to be the best compromise that made parking available for park / library users.	
<b>Railway Station</b>		
<b>Statement</b>	Railway Station charges will lead to commuters driving to Aberdeen	1
<b>Response</b>	We do not believe that the proposals will alter the number of people travelling by train from Elgin. Our analysis indicates that a similar number of vehicles will be parked at the railway station in the future, albeit that they may be different rail users to those who currently use the car park. Those arriving early and currently using the car park may use a residential street to park. However, those travelling later in the day may equally choose to park in the car park and pay. This means that there would be no change to the environmental position.	
<b>Statement</b>	People parking and going to Aberdeen / Inverness should pay £7 per day or it should be 30mins max	1
<b>Response</b>	The view of the council is that a charge in excess of £2 per day at this time would be prohibitive at the railway station car park. Equally, preventing any all day parking at the railway station would reduce the number of parking spaces available in Elgin. Whilst some people travelling by train live within walking distance of the station, it also serves people living further afield, including areas with no frequent bus links.	
<b>Statement</b>	The Railway Station car park should be free for rail users	1
<b>Response</b>	The car park is owned and managed by the council, and the proposed charges have been considered bearing in mind the overall car park provision in Elgin.	
<b>Elgin Generally</b>		
<b>Statement</b>	Increased parking charges will deter people from coming to Elgin (town centre)	10
<b>Response</b>	There is no evidence that parking charges have a material impact on the decision of individuals to drive to Elgin for shopping / leisure.	
<b>Statement</b>	Increased parking charges will reduce length of time people spend in shops	1

<b>Response</b>	There is no evidence that the parking charges will have a material impact on the length of time any individual spends in Elgin town centre. There is a range of proposed changes – including reducing the first 30 minutes to 50p, and Batchen Lane car park charging £1 for a full day's parking, as well as the proposed increases.	
<b>Statement</b>	Council workers should be charged to use the 2 car parks at council headquarters	2
<b>Response</b>	This could be considered at a later stage as set out in the report to council on 31 October 2017 <a href="http://www.moray.gov.uk/minutes/data/DC20171031/Item%207-ELGIN%20PARKING%20STRATEGY-R.pdf">http://www.moray.gov.uk/minutes/data/DC20171031/Item%207-ELGIN%20PARKING%20STRATEGY-R.pdf</a>	
<b>Statement</b>	Parking in Elgin should be free except for commuters	1
<b>Response</b>	There is a cost to the council of maintaining and operating car parks. The principle of charging for parking has been established and there are no proposals to make the car parks free. There is uncharged parking available in Elgin.	
<b>Statement</b>	12-2 should be free	1
<b>Response</b>	This would be similar to the Free After 3 scheme that has been promoted by the council in some car parks as a seasonal promotion. Any such seasonal promotion would be considered by the council on a case by case basis rather than as a permanent offer.	
<b>Statement</b>	There are no charges in Forres / other locations	2
<b>Response</b>	The case for introducing charges in other locations may be considered by council at a later stage, as set out in the report to council on 31 October 2017 <a href="http://www.moray.gov.uk/minutes/data/DC20171031/Item%207-ELGIN%20PARKING%20STRATEGY-R.pdf">http://www.moray.gov.uk/minutes/data/DC20171031/Item%207-ELGIN%20PARKING%20STRATEGY-R.pdf</a>	
<b>Statement</b>	Do not object to proposed parking charges	2
<b>Response</b>	These comments are noted as being in line with the proposals	
<b>Statement</b>	Consider reintroducing Free After 3	1
<b>Response</b>	For the last 3 years 'Free After 3' campaign ran in the two multi storey car parks in Elgin on the run up to Christmas. Any decision on a seasonal campaign like this will be made by the council on a case-by-case basis, rather than as a permanent offer.	
<b>Statement</b>	General objection	2
<b>Response</b>	The two general statements of objection are noted.	
<b>Statement</b>	There should be 1 hour free parking across Elgin as the majority of people only need 1 hour	1
<b>Response</b>	An element of free parking (30 minutes) was considered in developing the proposals in the car park order, however, there was a negative business case for making this change. Extending free parking even further would have a negative financial impact.	
<b>Price Specific Statements</b>		
<b>Statement</b>	50p for 30mins is good value	7
<b>Response</b>	The positive comments are noted	
<b>Statement</b>	£1.50 for first hour is too much	8
<b>Response</b>	It is our view that £1.50 for one hour in the more popular locations is a reasonable charge which sits within the benchmarks of charges in other locations across north Scotland. It is an uplift from the current £1 charge.	

	The contrast is greater when compared with the 50p charge for 30 minutes, however, this is a reduction from the £1 that would currently be payable for 30 minutes. All day parking at £1 is proposed to be available at an increased number of locations by including Batchen Lane alongside Lossie Green and Lossie Wynd.	
<b>Statement</b>	£1 all day is very reasonable	2
<b>Response</b>	The positive statements are noted.	
<b>Statement</b>	The weekly ticket for the Railway Station is reasonable value	1
<b>Response</b>	The positive statement is noted.	
<b>Statement</b>	In general proposed charges are fair, excluding Cooper Park and £1.50 for first hour	1
<b>Response</b>	The positive statement is noted. Comments in relation to Cooper Park and the £1.50 charge are set out in statements above.	
<b>Statement</b>	Recognise the need to generate income	1
<b>Response</b>	This acknowledgement is noted.	
<b>Statement</b>	The Railway Station charges are acceptable	1
<b>Response</b>	This positive statement is noted.	
<b>Statement</b>	Shouldn't have to pay more than £1 to park in Elgin	1
<b>Response</b>	The existing charging methodology includes charges greater than £1. There is no business case to the council to decrease charges across all car parks. £1 per day parking is currently available at Lossie Green and Lossie Wynd and is proposed for Batchen Lane car park.	
<b>Questions</b>		
<b>Question</b>	What is the compatability with the terms of the Cooper Park Trust	1
<b>Answer</b>	There is no conflict with the terms of the trust, and this was checked with the council's legal team prior to the initial proposal.	
<b>Question</b>	Will you have to pay to drop off / pick up at the Railway Station	1
<b>Answer</b>	If you are just stopping your vehicle and dropping/collecting someone you will not have to pay. However, if you park your vehicle in a bay then you will be expected to pay and display.	
<b>Question</b>	How does the 10 hours work? What about 6pm – 8am	1
<b>Answer</b>	Like other council car parks, the charges will be applicable between 8am and 6pm Monday – Saturday, there would be no charge for parking outside these hours.	
<b>Question</b>	What is the cost of implementing the changes?	2
<b>Answer</b>	The business case for the proposals is set out in the report discussed by the council on 31 October 2017 here: <a href="http://www.moray.gov.uk/minutes/data/DC20171031/Item%207-ELGIN%20PARKING%20STRATEGY-R.pdf">http://www.moray.gov.uk/minutes/data/DC20171031/Item%207-ELGIN%20PARKING%20STRATEGY-R.pdf</a> The cost of the new ticket machines is being funded from developer contributions (payments made in relation to requirements of planning applications that relate to parking).	
<b>Question</b>	Why £1.50 first hour in some car parks and £1 all day in others?	1
<b>Answer</b>	A balance of types of car parks and different charges provides a range of options for different users. Some of the car parks are in more popular / convenient locations, and these are the ones that attract the higher charge. The less popular locations have a lower charge to provide a value for money parking opportunity.	

<b>Question</b>	Q: If parked at Railway Station and away for 2/3 days what would you pay?	1
<b>Answer</b>	Individual daily tickets would need purchasing each day, so it is likely that the weekly ticket would be needed to park at the Railway Station car park for 2/3 days.	
<b>Question</b>	Q: Is 6 days the longest you can park at the Railway Station?	1
<b>Answer</b>	A vehicle will be able to park at the Railway Station as long as a valid ticket is displayed. A weekly ticket is valid for 6 days as there are no parking charges on a Sunday. A monthly permit is also available for the Railway Station, which can be committed to on an ongoing basis by paying through direct debit.	
<b>Question</b>	Q: what plans are there for parent and child parking?	1
<b>Answer</b>	There are no current proposals for increasing the number of parent and child spaces, however, this is something that can be considered for the car parks. Parent and child spaces are currently only available in Batchen Lane car park.	
<b>Question</b>	Q: where does the income go (current and future)?	2
<b>Answer</b>	Income from the car parks is used firstly to cover the costs of operating the car parks both in Elgin and Buckie, Cullen, Dufftown, Dyuke, Fochabers, Forres, Keith, Lossiemouth and Tomintoul. The majority of the spending is in Elgin. Surplus income is shared with those trusts who own some of the car park land. The remainder is used in relation to transport schemes in line with governing legislation.	
<b>Question</b>	Q: why are locations other than Elgin free [raised as question not as objection]	1
<b>Answer</b>	The decision to introduce charges in council run car parks is based on a number of factors including the cost of supervising the car parks and carrying out enforcement, the quantity of occupied/unoccupied parking spaces on adjacent streets and the size of any particular car park / group of car parks. Charging in other location is one option that may be reviewed in the future as set out in the parking report in October 2017 (link provided above)	
<b>Question</b>	Q: Where does Nicola Moss park for work?	1
<b>Answer</b>	The car parking arrangements are a decision for the council rather than any single employee. However, in the interests of transparency, Nicola Moss has shared her parking patterns, and in the majority (about 80%) of instances she pays for parking in a public council run car park, and parks on residential streets or in the staff car park on other occasions. She does not see this pattern changing with any change to parking charges.	
<b>Question</b>	Q: Will there be dedicated spaces for season ticket holders, and will you cap the amount of tickets released?	1
<b>Answer</b>	Monthly car park permits will be available for medium and low turnover car parks where all day parking is allowed. There will be no designated parking for monthly car park permit holders, however, we do not expect this to cause problems with the number of spaces available.	
<b>Observations / Suggestions</b>		
<b>Statement</b>	We should consider residents' permits	2
<b>Response</b>	This could be considered at a later stage as part of any on street charging or enforcement, as was set out in the report to council on 31 October 2017 (link above). For a residents' permit scheme to be effectively enforced	

	would require the decriminalisation of parking enforcement across Moray.	
<b>Statement</b>	Academy Street should be made Access Only for its whole length	1
<b>Response</b>	There are no proposals to do so at this time.	
<b>Statement</b>	Academy Street needs resurfacing	1
<b>Response</b>	Resurfacing is considered as part of the roads maintenance programme. There are no dates for resurfacing Academy Street, and such a scheme is assessed alongside other competing priorities in relation to the available budget. However, both the repairs and resurfacing programmes are informed by inspections of the road conditions, and should there be a material change then this would influence the relative priority of a resurfacing scheme.	
<b>Statement</b>	Traffic Wardens should be reinstated	2
<b>Response</b>	Traffic Wardens were formerly employed by the Police to carry out enforcement of parking legislation, which currently remains a police matter. Council employed wardens would only be possible as part of decriminalisation of parking enforcement which is not currently proposed.	
<b>Statement</b>	There should be a charged lorry park with toilet / snack bar	1
<b>Response</b>	This suggestion has been noted for consideration.	
<b>Statement</b>	There should be a bus service running down Elgin High Street	1
<b>Response</b>	The routing of bus services is based on the needs identified by the commercial operators. Bus services currently use the bus station as their focal point allowing interchange, and a safe location to board / alight in the town centre. Given the variety of shops and facilities in the town centre increasing bus services on the High Street would not bring passengers materially closer to their destinations. Running bus services along the pedestrianised section of the High Street has been considered by council and was not taken forward on road safety grounds.	
<b>Statement</b>	Car park monitoring and enforcement needs to be rigorous	1
<b>Response</b>	We note this statement and agree with it.	
<b>Statement</b>	Pool cars should be 'centralised' in the town centre rather than in council staff car parks	1
<b>Response</b>	The pool cars are at a variety of locations in the town centre, and at other sites to provide easy access to all staff using these vehicles. The pool cars have significantly reduced the use of personal cars for council business. Further increases in the use of pool cars would not reduce the number of council staff with personal vehicles in Elgin as these are principally used for getting to and from work.	
<b>Statement</b>	Alternatives such as improved / cheaper public transport need looking at	1
<b>Response</b>	The council continues to work to improve public transport where it has the remit and resources to do so. The fares set by other operators are outwith the control of the council.	
<b>Statement</b>	Would like a cashless solution (frustrating to need to have the right change)	1
<b>Response</b>	We agree with this observation. The proposed new ticket machines will accept card payments, and other solutions such as 'pay by phone' are also being investigated.	
<b>Statement</b>	Should look at incentives such as discount vouchers for shops on the parking ticket coupon	1
<b>Response</b>	This opportunity has been explored in the past, and we will revisit this with businesses in the future.	
<b>Statement</b>	Improve communication especially on where the money goes	1

<b>Response</b>	Observation noted.
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