

AGENDA

Meeting: Environment Select Committee
Place: Kennet Room - County Hall, Trowbridge BA14 8JN
Date: Tuesday 17 February 2015
Time: 10.30 am

Please direct any enquiries on this Agenda to Libby Beale, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 718214 or email elizabeth.beale@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

This Agenda and all the documents referred to within it are available on the Council's website at www.wiltshire.gov.uk

Membership:

Cllr Brian Dalton	Cllr Ian McLennan
Cllr Dennis Drewett	Cllr Christopher Newbury
Cllr Peter Edge	Cllr Linda Packard
Cllr Peter Evans	Cllr James Sheppard
Cllr Jose Green	Cllr Tony Trotman
Cllr Jacqui Lay	Cllr Bridget Wayman
Cllr Magnus Macdonald	

Substitutes:

Cllr Rosemary Brown	Cllr George Jeans
Cllr Liz Bryant	Cllr Bob Jones MBE
Cllr Trevor Carbin	Cllr Jeff Osborn
Cllr Terry Chivers	Cllr Ricky Rogers
Cllr Tony Deane	Cllr Ian Tomes
Cllr Nick Fogg MBE	Cllr Ian West
Cllr Mike Hewitt	Cllr Philip Whalley

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If you have any queries please contact Democratic Services using the contact details above.

AGENDA

1 **Apologies**

To receive any apologies or substitutions for the meeting.

2 **Minutes of the Previous Meeting** (*Pages 7 - 14*)

To approve and sign the minutes of the Environment Select Committee meeting held on 9 December 2015.

3 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

4 **Chairman's Announcements** (*Pages 15 - 18*)

To receive updates through the Chairman on flood preparations across the county and the development of the Gypsy and Traveller Development Plan Document.

5 **Public Participation**

The Council welcomes contributions from members of the public.

Statements

If you would like to make a statement at this meeting on any item on this agenda, please register to do so **at least 10 minutes prior to the meeting**. Up to 3 speakers are permitted to speak for up to 3 minutes each on any agenda item. Please contact the officer named above for any further clarification.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution. Those wishing to ask questions are required to give notice of any such questions in writing to the officer named above no later than **5pm on Tuesday 10 February 2015**. Please contact the officer named on the first page of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 Car Parking Review

6a Highways and Transport- Car Parking Strategy report

From 27 October 2014 to 19 January 2015 the Council consulted on a draft revised Wiltshire Local Transport Plan (LTP) Car Parking Strategy. Along with the draft strategy document, the consultation exercise also included:

- (i) Settlement questionnaires.
- (ii) Five focussed workshops held around the county with representatives of key stakeholder groups.
- (iii) Various consultation documents were issued which provided further information on parking, and parking related issues.

The specific questions on car parks included one possible charging option which was developed using a wide-ranging evidence base. Those responding to questionnaires could agree with the proposed option, indicate that they have no opinion, or could propose an alternative.

A sample of the initial results of the consultation is summarised in the report available to the Committee, and using this feedback a set of recommended charges for each settlement are being developed to propose to Cabinet.

The Committee is requested to note the initial results of the public consultation and comment on the proposed approach to revising the Wiltshire LTP Car Parking Strategy before it is considered for adoption by Cabinet.

6b Car Parking Review Task Group report

The Committee is requested to consider the report of the Car Parking Review Task Group and endorse its recommendations.

The purpose of the report is to advise the Environment Select Committee on the position of the Task Group having considered the consultation responses received and the proposals made as to amending the current car parking strategy.

The Task Group report will follow as an agenda supplement.

7 The Wiltshire Core Strategy (*Pages 93 - 98*)

The Wiltshire Core Strategy, a statutory development plan for Wiltshire Council which sets out key strategic planning policies for managing sustainable development across the county, was adopted by Full Council on 20 January 2015.

The Associate Director for Economy and Planning will advise on the development of Neighbourhood Plans across Wiltshire, the Core Strategy and consider future Scrutiny involvement in developing the Strategy.

The Committee is requested to note the update and consider methods of future Scrutiny involvement in oversight of the Wiltshire Core Strategy.

8 Executive Member responses (Pages 99 - 102)

The Committee is requested to note Cabinet Member responses to recommendations endorsed by the Committee at its last meeting on 9 December 2014 following reports from the 20mph Policy Task Group and Adoptable Estates Task Group.

9 Task Group Update (Pages 103 - 106)

A report from the Car Parking Review Task Group features earlier in the agenda as a substantive item.

A written update on the Waste Task Group activity is attached, an update from the Highways and Streetscene (BBLP) Task Group can be found below.

The Highways and Streetscene (BBLP) Task Group last met on 25 November 2014 to discuss Atkins' 2 year plan, the next meeting is being scheduled for February 2015 to discuss BBLP's plans for community based services, including grass cutting. It is proposed that the meeting will cover the following:

- Job specifications
- Delivery programme and schedule
- Resources planned and the resources actually in place
- Contingency plans

The purpose of this meeting will be to provide an opportunity to evaluate whether BBLP has everything in place to enable a successful season in 2015.

The Committee is requested to note Task Group updates and consider any recommendations arising.

10 Forward Work Programme (Pages 107 - 108)

To note and receive updates on the progress of items on the Forward Work Programme.

A copy of the Overview and Scrutiny Forward Work Programme for the Environment Select Committee is attached for reference.

11 Urgent Items

Any other items of business which the Chairman agrees to consider as a matter of urgency.

12 **Date of Next Meeting**

To confirm the date of the next scheduled meeting as 14 April 2015.

ENVIRONMENT SELECT COMMITTEE

MINUTES OF THE ENVIRONMENT SELECT COMMITTEE MEETING HELD ON 9 DECEMBER 2014 AT KENNET ROOM - COUNTY HALL, TROWBRIDGE BA14 8JN.

Present:

Cllr Trevor Carbin (Substitute), Cllr Brian Dalton, Cllr Dennis Drewett, Cllr Peter Edge (Chairman), Cllr Peter Evans, Cllr Jose Green, Cllr Jacqui Lay, Cllr Magnus Macdonald, Cllr Ian McLennan, Cllr Christopher Newbury, Cllr James Sheppard, Cllr Tony Trotman and Cllr Bridget Wayman (Vice Chairman)

Also Present:

Cllr Rosemary Brown, Cllr Terry Chivers, Cllr Tony Deane, Cllr Bill Douglas, Cllr Alan Hill, Cllr Simon Killane, Cllr Jeff Osborn, Cllr Toby Sturgis, Cllr John Thomson, Cllr Philip Whitehead and Cllr Jerry Wickham

67 Apologies

Apologies for absence were received from Cllr Ian Thorn and Cllr Linda Packard who was substituted by Cllr Trevor Carbin.

68 Minutes of the Previous Meeting

Resolved:

To approve and sign as a true and correct record the minutes of the meeting held on 28 October 2014.

69 Declarations of Interest

There were no declarations of disclosable interests.

70 Chairman's Announcements

The Chairman advised that the Emergency Flood Operational Response Plan and Local Flood Risk Management Strategy which the Committee received in October would be considered by Cabinet on 16 December 2014.

71 Public Participation

The Committee noted the rules on public participation.

72 **20 mph Policy Task Group Final Report**

The Chairman introduced the remit of the Task Group to review current Policy as enacted, and highlighted the decision to adopt its recommendations would be made by the Cabinet Member.

The Task Group had explored the adequacy of the Wiltshire Policy on 20 mph Speed Limits and Zones with reference to a range of research and witness accounts. The Policy was reviewed, in light of whether it would enable the delivery of reduced numbers of casualties and increased road safety associated with the use of 20 mph speed restrictions.

The Task Group members described their different approaches to 20mph policy and it was commented that this demonstrated there had been wide-reaching discussion within the Task Group.

Members of the public addressed the Committee as follows:

Paul Freegard suggested 20mph policy would support cyclists and the many benefits of cycling.

William Bailey expressed concern in the organisation of a pilot scheme of 20mph policy in Limpley Stoke village.

Tamzin Daddow read a statement on behalf of Alex Machin from Bradford-on-Avon '20's Plenty' group which expressed disappointment in the Task Group's final recommendations and the content of its report.

Martin Rose, Traffic Engineer, responded to issues raised and advised that Wiltshire Council supported 20mph schemes where they were credible, demonstrated by the application of over 80 20mph zones across the county.

Dr Alan Wheals, Westwood Parish Council, expressed disappointment in the content and conclusions of the Task Group's report.

Margaret Willmot, Salisbury City Council, explained the benefits of 20mph policy in Salisbury and conveyed her dissatisfaction with the conclusions in the report.

Pamela Hyde, Bradford-on-Avon Town Council, advocated a clearer and more flexible policy in Wiltshire to allow a 'whole-town' approach to 20mph policy.

Wiltshire Councillors spoke on the report and it was noted that budget constraints limited the action that could be taken to reduce speeding in the county. Questions were raised over the scrutiny process which had produced the report and it was explained that the process was designed to create debate and balance conflicting viewpoints and had been adhered to. It was commented

that the Task Group's recommendations would allow the community to identify credible 20mph zones through their Area Board and the proposal to further review policy in 2017 and 20mph zones outside of schools demonstrated commitment to an evolving policy. Councillors asserted that drivers should make the choice to drive at 20mph when driving conditions were poor.

The Committee considered the report and it was clarified that data quoted in the report was typical of 20mph limits. Members commented that the recommendations would support local groups campaigning for 20mph limits to achieve this through their Area Board. The Committee noted that 20mph policy was a salient issue and policy should evolve over time.

Resolved:

To endorse the following recommendations:

- 1. Local road safety initiatives, are pursued by communities with the support of Community Area Transport Groups (C.A.T.Gs) and Area Boards;**
- 2. Communities are encouraged to pursue alternative funding, including undertaking their own fundraising to implement schemes that are unable to be catered for by C.A.T.G.s and Area Boards and increasing their precept;**
- 3. The report on 20 mph limits outside of schools comes to the Environment Select Committee and be progressed;**
- 4. To allow C.A.T.G.s and Area Boards to facilitate any number of schemes that they believe suits the needs of their communities and makes best use of the existing funds allocated;**
- 5. That the Task Group reconvenes in 2017 to review the Policy in light of the research commissioned by the Department for Transport and the impact of amendments to Traffic Regulation Orders which may decrease the cost of implementation.**

73 Garden Waste Kerbside Collections

During the summer of 2014 the Council consulted on three options for the future of the kerbside garden waste collection service to enable funding to be realigned to deliver the Council's priorities. Conclusions from the survey were presented by Tracy Carter, Associate Director for Waste and Environment, who explained that Cabinet would consider these proposals as part of its budget setting.

The Committee considered the options for the service and it was clarified that the amount of garden waste varied each year and during periods of collection suspension larger amounts of waste in recycling centres were expected. The officer confirmed that a benefit in Wiltshire was that windrow composting was possible and cost-effective.

Members suggested there should have been an option for survey respondents to declare if they did not use the current service. Reasons were suggested for the poor survey response in Tisbury, however it was noted that overall there had been a great response to the survey which had clearly identified the public preference for a three month suspension of the garden waste service with no collections taking place in December, January and February.

Resolved:

To note the report and the preferred option for the future of garden waste kerbside collections identified by the consultation.

74 **Community Infrastructure Levy (CIL) Task Group Final Report**

The CIL Task Group was reconvened in September 2014 to consider the recording and access of monies gained from CIL, and the distribution of monies to towns and parishes with and without established neighbourhood plans. The Task Group's final report was presented to the Committee by Cllr Tony Trotman, he explained the remit of the Task Group and thanked its members and officers for their work supporting the Group.

It was explained that CIL would likely be administered in the summer of 2015 and town and parish councils should be engaged prior to this and receive their allocations in a timely manner. Towns and parishes would only gain 15 percent of the levy until their Neighbourhood Plan was in place when they would receive 25 percent. It was noted that the Task Group was satisfied with the proposed operational flowchart for the administration of CIL.

Resolved:

To refer the report to Cabinet for response and endorse the following recommendations:

- 1. The Environment Select Committee endorse the work undertaken to prepare for administration of the CIL;**
- 2. Further briefing and training be provided to the Town and Parish Councils ahead of the implementation of the CIL, to include invitations to local unitary members.**

- 3. The CIL Task Group stands down after the presentation of the report to the Environment Select Committee; to be reconvened as necessary should additional issues with the implementation of the CIL require further consideration.**

75 **Adoptable Estates Task Group Report**

The Task Group met on five occasions since June 2013 to discuss the key issues surrounding the adoption of roads and services on new developments. The Task Group's report was presented by Cllr Tony Deane who noted with concern the availability of Member and officer resource to examine adoptable estates.

The Committee considered the report and commented that sufficient, legal, highways and planning officers were currently not available to provide consistent overview of cases and administration. Members felt more joined-up thinking was needed between Planning and Highways services and roads should be adopted in a timely manner.

Resolved:

To endorse the following recommendations:

- 1. That due to the conflicting evidence presented to the Task Group that the Task Group is stood down in lieu of further investigation and review of the process by the service;**
- 2. That the review is completed by a suitable individual or small team who is able to take a fresh and somewhat impartial view. This may include consideration of best practice utilised elsewhere, the use of bonds, the use of New Homes Bonus monies as a means of funding the streamlining and rationalising of the planning process; a revised template for s106 agreements and the need for additional officer training;**
- 3. That the Task Group reconvene once the review has been undertaken to support its progression and implementation.**

76 **Forward Work Programme**

Resolved:

To endorse the revised work programme and recommend approval by Overview and Scrutiny Management Committee.

To note the update following a meeting from Cllr Fleur de Rhé-Philipe on 25 November 2014.

77 **Task Group Update**

Written updates on Task Group activity were included in the agenda pack.

Resolved:

To approve the membership of the Waste Task Group as: Cllrs Jose Green (Chair), Rosemary Brown, Peter Evans, Mollie Groom, Jacqui Lay and Pat Aves.

Attention was drawn to the Agenda Supplements which updated on the Highways and Streetscene Task Group activity. Cllr Jeff Osborn introduced the Task Group's report and initial recommendations. It was highlighted that there needed to be better integration of the work undertaken by Atkins and BBLP and a retention of records of gully location and maintenance. It was explained that although there was currently a greater budget for highways there was less flexibility on spending under any monies provided by the LEP.

The comment was made that, although the report focussed on targets for improvement, overall Atkins' work had been excellent. Clarification of funding detailed in the report was provided.

The Committee considered the report and suggested that it should be informed of budget reductions on both contracts and should subsequently inform the Task Group. It was agreed that updates to the Committee would not be information in addition to that published through the normal budget process. It was confirmed that the Task Group's third recommendation would result in improve communication back to CATG from both BBLP and Atkins.

Resolved:

To endorse the following recommendations:

- 1. The Environment Select Committee should be fully kept abreast of all budget reductions on both Highways contracts and the consequent implications for the service and the people of Wiltshire;**
- 2. That surveying and repairing drainage below the road surface should continue as a priority given its relationship with flood preparation;**

3. That closer working is seen from Atkins and BBLP with CATG on Integrated Transport Scheme projects;
4. That Atkins continue to build on their commitment to local recruitment and career progression, and their involvement with schools and the Chamber of Commerce.

Future meetings of the Car Parking Review Task Group were considered.

Resolved:

To agree that the Task Group should meet again after consultation responses have been received to review them and should report to the next Committee meeting.

78 **Urgent Items**

There were no urgent items.

79 **Date of Next Meeting**

The next meeting of the Committee would be held on 17 February 2015.

(Duration of meeting: 2.00 - 4.20 pm)

The Officer who has produced these minutes is Elizabeth Beale, of Democratic Services, direct line 01225 718214, e-mail elizabeth.beale@wiltshire.gov.uk

Press enquiries to Communications, direct line (01225) 713114/713115

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Environment Select Committee

February 2015

Update on the Gypsy and Traveller Development Plan Document

On 20 Jan 2015 Cabinet approved a revised Local Development Scheme (LDS) for Wiltshire, ensuring the document was up to date and set out the Council's priorities for development plan preparation for Wiltshire. An up-to-date LDS is a statutory responsibility of the Council and will be used to set out a clear timetable for the preparation of planning policy in Wiltshire to provide certainty to local communities, investors, infrastructure providers and stakeholders.

A Gypsy and Traveller Development Plan Document (DPD) will form part of the LDS and will set out site allocations to provide for the accommodation needs of Gypsies and Travellers in Wiltshire and include a review of overall pitch requirements strategy based on an up to date Gypsy and Traveller Needs Assessment.

Currently the Gypsy and Traveller DPD is in the evidence gathering and informal consultation stage. From June- July 2015 the pre-submission consultation is expected followed by an examination process including hearings from November 2015- April 2016, and expected adoption in May 2016.

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Environment Select Committee

February 2015

Update on Flooding Issues

The Wiltshire Flood Plan and Local Flood Risk Management Strategy were considered by the Environment Select Committee last year, and this report is to inform the Committee of the current flooding situation in Wiltshire and the preparations that have been made.

Organisational Resilience

The Council continues to roll out a programme of training for staff with response roles in an emergency. Substantial improvements have been made to the Council incident room, with improved IT facilities, a full GIS mapping system, and a mobile application which allows instant reporting and photographs taken at an incident scene and be uploaded directly to the incident room system via mobile tablet devices.

The new and simplified Flood Plan focuses on clear roles and responsibilities. Key changes include an improved ability to handle customer enquiries; greater staff resilience at strategic, tactical and operational levels; and improvements to technology to support the Council during incidents. Closer working arrangements are now in place with emergency planning team, highways engineers and the flooding and drainage teams, to share and coordinate responses to severe weather incidents. Details of parish clerks and flood wardens, where they are in place, have been added to the council emergency contact directory.

Community Resilience

Community resilience workshops have been initiated across the 18 community areas, with five delivered so far (covering approximately 50 town and parish communities). The workshops are attended by representatives from the Council's emergency planning, drainage and highways teams, the Police and Wiltshire Fire and Rescue Service. These workshops help towns and parishes to create their own holistic emergency plans, and establish vital contact details for community liaison during incidents. The Parish Emergency Assistance Scheme is providing sandbags and other equipment to the 47 communities participating.

The Council has been administering the Repair and Renewal Grant and other government support schemes available for properties flooded in early 2014. This is helping improve resilience at over 80 properties, with a value of works likely to be in the region of £400,000. It is helping residents to protect their own property.

Infrastructure Improvements

Repairs have been made to drainage systems damaged by the flooding last year with £282,000 of Defra funding, and using the Council's own funds, with sites repaired at Warminster, Berwick St John, Barford St Martin Beanacre and Tilshead. There is a budget of £1,000,000 for drainage schemes this year, with work recently carried out at Dauntsey, Dilton Marsh and Bradford on Avon. Major new drainage improvements have recently been implemented in Aldbourne and Dilton Marsh, and improvement work has been carried out on watercourses by many of the rural communities affected by the flooding working with the Council.

Flood alleviation schemes are being investigated at a number of locations flooded last year, and consultants are developing proposals for future bids for Defra and other funding. The Council was pleased to recently receive funding of £260,000 for a scheme at Great Bedwyn, which has enabled an early start to be made on site.

Flooding Situation

Although the first weeks of 2015 have been considerably drier than last year, there is still a significant potential flood risk from rivers, surface water and groundwater in Wiltshire. In September 2014 high intensity rainfall caused extensive flooding in Corsham, Whitley, Trowbridge and other areas, which were generally not affected by serious flooding earlier in the year. Investigations are proceeding to identify measures to reduce risk at these sites.

The situation is being monitored, and the Council is working closely with the Environment Agency and the water companies. The Operational Flood Working Groups are meeting regularly to prepare and co-ordinate responses and implement flood alleviation schemes. The recent establishment of the Salisbury group is a positive move which will help reduce the flood risk for the city.

Wiltshire Council

Environment Select Committee

17 February 2015

Results of Consultation on Review of Wiltshire Local Transport Plan Car Parking Strategy

Executive Summary

From 27 October 2014 to 19 January 2015 the Council consulted on a draft revised Wiltshire Local Transport Plan (LTP) Car Parking Strategy. Along with the draft strategy document, the consultation exercise also included:

- (i) Settlement questionnaires split into five main sections:
- General questions on the aims of the parking review
 - General questions on possible charging exemption options (e.g. first hour free) and how they could be funded
 - Specific questions on the car parks in the relevant settlement
 - A question asking for any other comments
 - Questions about the respondent

The specific questions on car parks included one possible charging option which was developed using a wide-ranging evidence base. Those responding could agree with the proposed option, indicate that they have no opinion, or could propose an alternative.

- (ii) Five focussed workshops held around the county with representatives of key stakeholder groups.
- (iii) Various consultation documents were issued which provided further information on parking, and parking related issues.

Some of the initial results of the consultation are summarised in this report.

Through analysing the questionnaire responses, comments provided through the consultation workshops, written comments received, and using the generally supported more 'fine grained' approach based on local circumstances, a set of recommended charges for each settlement are being developed to propose to Cabinet.

Proposal

That Environment Select Committee notes the initial results of the public consultation and makes any comments on the proposed approach to revising the Wiltshire LTP Car Parking Strategy before it is considered for adoption by Cabinet.

Reason for Proposal

To inform members of Environment Select Committee of the initial results of the public consultation, and to allow consideration and comment on the proposed approach to revising the Wiltshire LTP Car Parking Strategy before it is considered for adoption by Cabinet.

Parvis Khansari

Associate Director Highways and Transport

**Results of Consultation on Review of Wiltshire Local Transport Plan
Car Parking Strategy**

Purpose of Report

1. To inform members of Environment Select Committee of the initial results of the public consultation, and to consider and comment on the proposed approach to revising the Wiltshire Local Transport Plan (LTP) Car Parking Strategy before it is considered for adoption by Cabinet.

Relevance to the Council's Business Plan

2. The Wiltshire LTP Car Parking Strategy is relevant to all the business plan's outcomes:

Outcome 1: Wiltshire has a thriving and growing local economy

The car parking strategy can:

- support the local economy (e.g. by making it easy for shoppers and visitors to park) and facilitate development growth (e.g. by enabling the planned housing and employment growth set out in the Wiltshire Core Strategy to 2026).
- improve journey time reliability for road users (e.g. by designing and managing on-street parking facilities to reduce traffic conflicts and delays).

Outcome 2: People in Wiltshire work together to solve problems locally and participate in decisions that affect them

The car parking strategy can:

- manage residents' needs for car parking near their homes (e.g. by introducing residents' parking zones).
- enable community groups to take over (ownership and/or management) identified off-street car parks in accordance with the Council's Community Asset Transfer (CAT) Policy.
- enable community groups to run identified car parking services in accordance with the Council's Delegation of Services to Town and Parish Councils and Funding of Delegated Services Policy.

Outcome 3: Everyone in Wiltshire lives in a high quality environment

The car parking strategy can:

- enhance the built and natural environment (e.g. by reducing the amount of land required for parking and by improving the look of streetscenes through the appropriate enforcement of parking contraventions).

Outcome 4: Wiltshire has inclusive communities where everyone can achieve their potential

The car parking strategy can:

- provide access to key services and facilities for special needs groups and mobility impaired (e.g. by providing appropriate Blue Badge spaces).

Outcome 5: People in Wiltshire have healthy, active and high-quality lives

The car parking strategy can:

- encourage the use of sustainable travel modes and reduce reliance on the private car (e.g. by setting parking charges at appropriate levels).

Outcome 6: People are as protected from harm as possible and feel safe

The car parking strategy can:

- make Wiltshire a safer place (e.g. by ensuring that car parks are 'safer by design').

Background

3. The current Car Parking Strategy was approved by Cabinet at its meeting on 14 December 2010 and formally adopted by the Council at its meeting on 22 February 2011 as part of the Wiltshire LTP 2011-2026. Following the introduction of new parking charges in April 2011, further amendments to the one and two hour charges in Salisbury were considered by Cabinet at its meeting on 19 August 2011. A report on the countywide impact of car parking charges was then presented to Cabinet and full Council on 18 October 2011 and 8 November 2011 respectively.

The Need to Review the Council's Car Parking Strategy

4. There are a number of reasons for reviewing the LTP car parking strategy at this time.
5. Firstly, the current LTP Car Parking Strategy includes that "A full review of parking charges will be undertaken by the council at approximately five year intervals..."
6. Secondly, at its meeting on 8 November 2011, full Council resolved "That there are no increases to on and off-street parking charges until 2014 at the earliest".
7. Thirdly, while the current strategy resolved a number of parking management inconsistencies that Wiltshire Council adopted from the former district councils, it is considered that the 'banding' approach to parking charges should now be reviewed to establish if it still meets local needs and circumstances.
8. Fourthly, there is the need to reflect any changes in national policy, guidance and best practice since 2010 and ensure that up-to-date and appropriate parking guidance is available to developers and the Council's planning and highway development control officers to help facilitate development growth.

Pre-Consultation Exercise

9. As a first step in the review, a pre-consultation scoping paper, associated documents and questionnaire were developed to provide key stakeholders and partners with an overview of car parking policy and research, and an opportunity to shape the scope of the review. The various documents were made available via the Council's consultation portal between 28 April and 6 June 2014. Surgery meetings were also offered to stakeholders to enable face-to-face discussion with key Council officers. A paper setting out all the questionnaire comments received along with the Council's responses was posted on the Council's LTP3 webpage at the start of August 2014.

In-Review Parking Trials

Culver Street Car Park, Salisbury

10. Early in 2014, cosmetic refurbishment of the Culver Street car park was started alongside a multi-agency partner initiative aimed at removing anti-social behaviour and improving the perception amongst users that the car park was not safe to use.
11. To coincide with this work, the car park was opened up on Sundays and tariffs suspended to provide free parking and encourage users into the car park; free parking also included bank holidays.
12. In conjunction with the Salisbury Business Improvement District (BID), a trial to provide free parking after 3pm weekdays and Saturdays was introduced in late June 2014. The BID underwrote an estimated loss of income to Wiltshire Council of c. £5,000. The trial commenced for six months, reviewed at three months and has been extended a further six months to June 2015.
13. Since introduction, the car park has seen improvements in patronage, illustrated in the table below.

	Year upto June 30th		Post June 30th	
Chargeable	656	Per week	991	Per week 34%
MiPermit	122	Per week	163	Per week 25%
Sold after 3pm	94	Per week		
Free after 3pm			383	Per week 75%
Free All Day Sun			305	

Westbury

14. A trial to gauge the effect of a 1st Hour Free initiative on parking behaviours was introduced in Westbury which ran from 21 October 2014 to 31 December 2014.
15. The evidence from the scheme will be used to consider the options for such schemes in the future.

16. Data up to 28 December 2014 indicates a rise in patronage that in officers' opinion is above that which would ordinarily be seen during a typical Christmas peak shopping period (see table below).

2014				2013			
Averages	Upto 20 Oct	Post 20 Oct to 24 nov		Upto 21 Oct	Post 20 Oct to 25 nov		
1hr	766	1260	39%	1083	851		48%
2hr	174	202	14%	258	191		6%
3hr	52	52	0%	76	57		-10%

Investigating New Technologies

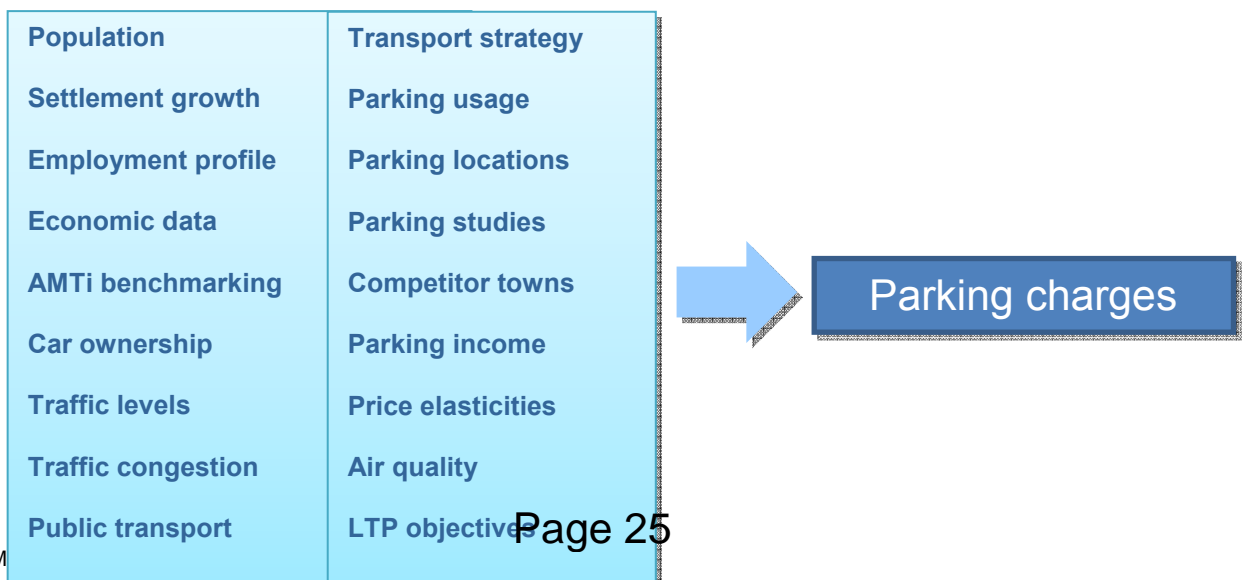
17. A number of visits were arranged to other local authorities (Islington Borough Council, Westminster City Council and Bristol City Council) that could demonstrate the latest technologies available to a parking operation in the public sector. In addition, vendors were identified to give an overview of technologies; these being RTA Associates, WPS, IDT and Chipside.
18. Technologies included:
- on and off-street sensors that provide real-time space availability information to drivers on approaches to car parks and through web, smart phone apps and Variable Roadside Information System (VRIS) interfaces;
 - Automatic Number Plate Recognition (ANPR) used in Bristol to improve permit management and pay-on-exit entry and exit accuracy;
 - Pay-by-Phone systems in Islington and Westminster that provide c. 80% of their incomes as compared to Wiltshire's 8% (replacement to traditional Pay and Display machines); and
 - data collection and analysis was a prominent feature of all three local authorities and was at the heart of their operational as well as strategic and policy decision making process.
19. Technologies that are suited to Wiltshire's circumstances have been identified but are not exclusive and may change as new technologies come to market. Areas being considered by officers are:
- Pay-on-Exit;
 - extending existing Pay-by-Phone usage and providing a better deal for users on transaction costs;
 - bay and car park sensors allied with roadside VRIS to provide a new and early space availability information system; and
 - ANPR to improve permit management in car parks.
20. Technology, as an aid to improvements in parking, will be considered on a car park-by-car park basis and taken forward where appropriate, both in terms of suitability and cost but also with regard to good value for money and returns on any investments made.
21. Extending Pay-by-Phone usage work is underway and it is estimated implementation will be made during 2015.

Public Consultation

22. This section outlines the public consultation exercise that was carried out from 27 October 2014 to 19 January 2015.
23. On 27 October 2014, individual consultation web pages for the 14 settlements identified in the table below went live on the Council’s consultation portal. These pages included information on the review and the following supporting documents: the draft LTP Car Parking Strategy document; and the individual Town Profiles containing a variety of economic, social and environmental information relating to a town’s local circumstances (e.g. development growth, retail health, transport and parking data, air quality, financial data, etc.).

Amesbury	Bradford on Avon
Calne	Chippenham
Corsham	Devizes
Malmesbury	Marlborough
Melksham	Royal Wootton Bassett
Salisbury	Trowbridge
Warminster	Westbury

24. On 10 November 2014, the individual settlement questionnaires and draft charging summaries (including one possible charging option for each car park) went live on the consultation portal.
25. Each questionnaire was essentially split into five main sections:
- General questions on the aims of the parking review
 - General questions on possible charging exemption options and how they could be funded
 - Specific questions on the individual car parks in the relevant settlement
 - A question asking for any other comments
 - Questions about the respondent
26. The questions on individual car parks contained one possible charging option which was based on an analysis of the local circumstances (see diagram below). This approach was endorsed by the Car Parking Review Scrutiny Task Group in September 2014.



27. Consultees were able to respond in one of three ways to the presented possible charging option:
- *This is my preferred option*
 - *I have no opinion*
 - *I would recommend a different option*
28. If consultees selected the third choice (*'I would recommend a different option'*), they were provided with the opportunity to propose an alternative option for that car park.
29. Lastly, on 8 December 2014, the Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Equality Impact Assessment (EqIA) went live on the portal.
30. A variety of means were used to inform people of the consultation:
- web portal
 - documents in specific libraries
 - press releases
 - parish newsletters
 - social media promotion
 - video message, Area Board announcements, Area Board blog sites
 - featured throughout the consultation process on the Council's website
 - posters in main Wiltshire Council pay and display car parks
 - correspondence with Chambers of Commerce
 - correspondence with Salisbury Business Improvement District
 - covered in the winter edition of the Your Wiltshire magazine
 - emails sent to some 6,000 Area Board contacts
 - promotion of the consultation by Develop, and WFCAP
 - included in the November 2014 business newsletter sent by the Wiltshire Council Economic Development Team to approx. 2,000 business contacts
 - emails sent to Wiltshire 100 business contacts (107 businesses)
 - emails sent to some 4,000 Leisure Service contacts

31. In total, 5,013 people and organisations responded by completing questionnaires. The questionnaire responses by settlement are shown below:

Amesbury	258	Bradford on Avon	200
Calne	182	Chippenham	428
Corsham	348	Devizes	411
Malmesbury	320	Marlborough	333
Melksham	289	Royal Wootton Bassett	323
Salisbury	1360	Trowbridge	273
Warminster	164	Westbury	124

32. Separate written comments (i.e. non-questionnaire returns) have been received from:

- Amesbury Town Council
- Bradford on Avon Town Council

- Chippenham BID
 - Chippenham Town Council
 - Cranborne Chase AONB
 - Devizes Town Council
 - Great Western Hospitals NHS Foundation Trust
 - Malmesbury Town Team
 - Malmesbury Town Council
 - Marlborough Town Council
 - Royal Wootton Bassett Town Council
 - Salisbury BID
 - Trowbridge Town Council
 - Other businesses / individuals
33. It should be noted that some organisations (e.g. Salisbury City Council) have stated that they submitted comments in the form of a questionnaire only. Therefore, as the questionnaire responses are still currently being fully analysed, further organisations may be added to the above list (these will be identified in the Cabinet report).
34. In addition to the online consultation material, four area workshops were held in Chippenham, Devizes, Salisbury, and Trowbridge. A workshop was also held in Salisbury with representatives of the BID. The aim of these workshops was to explain the review process to key stakeholders/partners and discuss and gather car parking ideas, concerns and questions. A summary of each workshop will be included as an appendix to the final Cabinet report.
35. A petition for 'One hour free parking in Wiltshire Towns' was delivered to Wiltshire Council on 15 January 2015 from Duncan Hames MP. The petition stated that it was signed by 3,750 residents and workers of Wiltshire.

Main Considerations for the Committee

Initial Questionnaire Results

36. This part of the report provides an initial analysis of the questionnaire responses. The first two sections below provide the overall countywide results of the two general questions posed in each questionnaire (i.e. Questions 1 and 2). The next three sections then provide an analysis of the questionnaire responses for each car park in Chippenham, Devizes and Salisbury (the questionnaires for these settlements can be found in **Appendix 2**). These towns have been selected to provide an indication to Environment Select Committee of the nature of the responses received. More detailed analysis of the responses for each car park in each of the 14 towns will be included in the Cabinet report.

Aims of Parking Review (Question 1)

37. The overall countywide response to the question "Do you agree or disagree with the following aims of any car parking review?" is summarised below. More detailed analysis can be found in **Appendix 1**.

The majority of consultees supported:

- The Council should prioritise short stay parking near town centres and locate long stay parking more on the fringes of towns.
- For those car parks that are little used, alternative management arrangements or uses should be explored; this may involve selling the land, transferring for community use, or developing the land for new facilities.
- The Council should look to transfer some car parks to parish or town councils if all parties agree
- The Council should invest in new technologies rather than rely on traditional ticket machines and cash payments.
- The Council should set parking charges on a car-park-by-car-park basis rather than on settlement bands (i.e. similar towns having the same charges).
- The Council should set parking charges on a car-park-by-car-park basis rather than on a Wiltshire wide approach (i.e. all towns have the same charges).
- The setting of local car parking charges should be delegated to local area boards to agree in negotiation with Wiltshire Council.

Charging Exemption Options (Question 2)

38. The overall countywide response to the question “Do you agree or disagree with the following options for car parking?” is summarised below. More detailed analysis can be found in **Appendix 1**.

The majority of consultees supported:

- The Council should offer a first hour of parking free in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme.
- The Council should offer free after 4pm parking in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme.

The majority of consultees did not support:

- The Council should offer the first hour of parking free of charge across all car parks but funding for other services which are supported by this income would need to be removed to compensate. This would therefore significantly impact on the delivery of these other services (e.g. local buses).
- The Council should offer the first hour free of charge across all car parks but all other parking charges (i.e. over 1 hour) would need to increase, in some cases by over 100% to compensate.
- The Council should offer the first hour of parking free of charge across under used car parks but all other parking charges (i.e. over 1 hour) would need to increase to compensate (while this increase would be less than

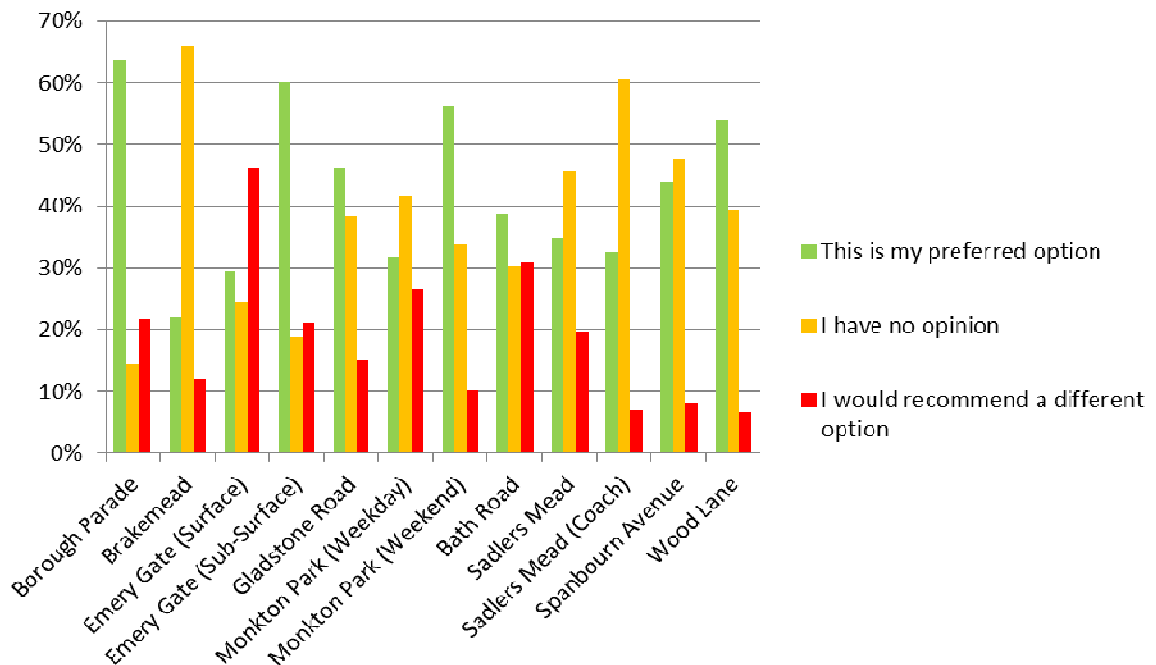
the option above, it still may be significant depending on the number of car parks identified).

- The Council should offer free car parking after 4pm across all car parks but all other parking charges would need to increase to compensate (while this increase would be less than the one hour free charging at all car parks option, it still may be significant particularly if lots of people change their current parking habits to take advantage of the offer).
- The Council should investigate the feasibility of introducing variable charging (this would include increasing charging at peak periods which might mean a reduction for other periods) to help fund the options above.
- To help pay for the options above the Council should introduce Sunday charges, evening charges and overnight charges across all car parks.
- The Council should increase season ticket prices to encourage commuters who tend to park for several hours, to explore alternative travel methods.

Individual car park questions

Chippenham

39. The overall response to the individual car park questions in the Chippenham questionnaire is shown in the chart below. A copy of the Chippenham questionnaire (which includes details of the suggested option for each car park) is included in **Appendix 2**.



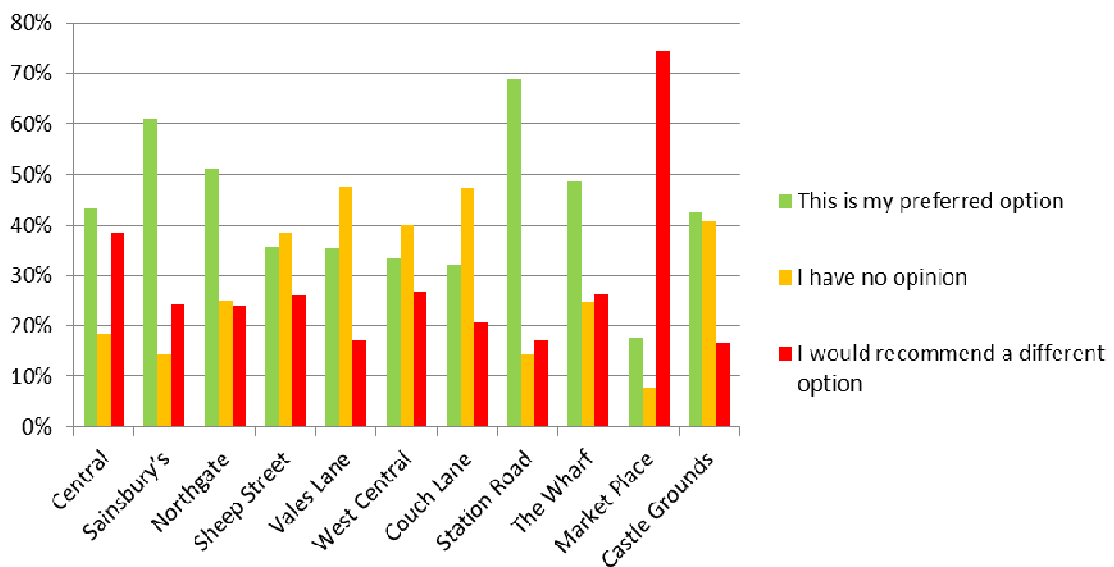
40. Examples of some of the main points taken from comments given by those respondents who selected '*I would recommend a different option*' are provided below (detailed car park-by-car park analysis will be included in the Cabinet report):

- First hour/30 mins free
- Keep charges as they are
- 10p increase will not make a difference/change demand

- Decrease charges to increase turnover
- First hour free; increase charges for second/third hour
- Concerned that increases will drive people to park in residential areas
- Increase car park capacity
- Cheaper short-stay parking
- Concern at increases to long stay charges for those working in town all day

Devizes

41. The overall response to the individual car park questions in the Devizes questionnaire is shown in the chart below. A copy of the Devizes questionnaire (which includes details of the suggested option for each car park) is included in **Appendix 2**.

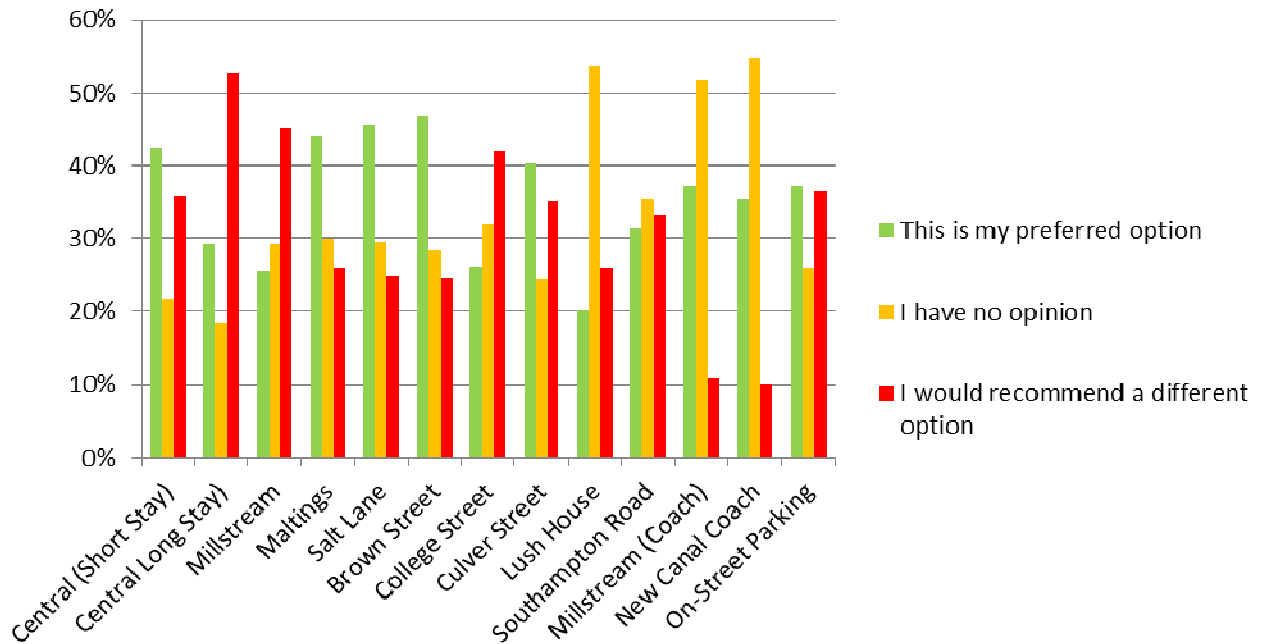


42. Examples of some of the main points taken from comments given by those respondents who selected '*I would recommend a different option*' are provided below (detailed car park-by-car park analysis will be included in the Cabinet report):

- First hour/30 mins free
- Keep charges as they are
- Decrease charges
- Need for more transport plans/strategies
- Round up charges
- Standardise charges in all car parks
- Parking needs to be cheap/affordable to support businesses and retail activity

Salisbury

43. The overall response to the individual car park questions in the Salisbury questionnaire is shown in the chart below. A copy of the Salisbury questionnaire (which includes details of the suggested option for each car park) is included in **Appendix 2**.



44. Examples of some of the main points taken from comments given by those respondents who selected '*I would recommend a different option*' are provided below (detailed car park-by-car park analysis will be included in the Cabinet report):

- Flat rate of £1 per hour
- Keep 15 minute band
- Keep charges as they are
- Decrease charges to encourage visitors and tourists
- Free Sunday parking
- Decrease all day stay tariff or improve park and ride services
- Increase park and ride running times (open earlier and later) and reliability
- Pay on exit system
- Charge the same rates in all towns in the county
- Park and Ride needs to become more user-friendly in terms of opening hours for commuters.
- Free after 4.00pm
- Charges in line with competing settlements
- Need for standardised charges across Wiltshire
- Advertise park and ride better for visitors

Workshops

45. As stated previously, four area workshops were held in Chippenham, Devizes, Salisbury, and Trowbridge. An additional workshop was also held in Salisbury with representatives of the BID. These workshops generated numerous suggestions and comments that officers are currently considering either for action as part of the strategy review or as part of further work and liaison with town councils, BIDs, community groups, etc. Selected examples of these suggestions and comments are shown below:

- Divide specific car parks into short stay and long stay sections
- Reduce prices in more peripheral car parks when compared central car parks

- Reduce long stay tariffs on the edge of towns
- Look into creating a weekly season ticket option
- Area Boards to lead on car parking issues in their respective areas and to explore possible options, innovations, etc. (recognising that parking income must be maintained)
- Investigate using a charge card instead of cash
- Look into improving car park signage
- Introduce pay on exit
- Investigate increasing operational hours of the park and ride sites
- Transferring ownership of selected car parks to town councils
- Introduce free parking (e.g. 30 minutes, 1 hour, at specific times, etc.)
- Investigate allowing parking on other Council owned sites
- Look into making charges more attractive when compared with competing settlements

Detailed summaries of each workshop will be included as an appendix to the Cabinet report.

Developing Recommended Parking Charges

46. Through analysing the questionnaire responses, comments provided through the consultation workshops, and written comments received, a set of recommended parking charges for each car park is currently being developed to propose to Cabinet. It is important to note, however, that the recommended charges also need to be considered against the local circumstances outlined in paragraph 26. This may mean that, for example, further reductions to charges cannot realistically be recommended, despite a negative consultation response.
47. To assist Environment Select Committee, the above approach has been used to develop initial draft recommended parking charges for the car parks in Chippenham, Devizes, and Salisbury (see **Appendix 3**). **It should be noted that these charges will be revisited when the full results of the consultation exercise have been analysed to see if any further minor changes need to be made.**

Proposed Approach to Season Tickets

48. Season tickets provide users with the ability to purchase their car park stay in advance and enjoy a substantial reduction on the equivalent pay and display tariffs. Season tickets are allocated on a predetermined list of car parks that was agreed in February 2011 together with prices for each town and ticket type (premium or standard). A reduction of 20% was applied to these prices in December 2011 which increased usage dramatically by some 40% in the following year to March 2013. However, this usage increase caused capacity issues in some car parks, most notable in Chippenham. In addition, it is considered that the current season ticket types are outdated.
49. It is therefore proposed that season tickets are:
- standardised into one ticket type i.e. standard;
 - only allocated in long stay car parks unless there are exceptional circumstances;
 - offered on a weekly, monthly, quarterly and annual basis;

- allocated in each identified car park based on an analysis of the previous year's ticket sales data including other stay types (e.g. pay and display ticket sales); and
 - reviewed annually to ensure that the allocation of season tickets in each identified car park does not go above predetermined limits (to be developed).
50. While the majority of questionnaire respondents did not support the option to increase season ticket prices, it is nevertheless considered that season ticket prices do need to be re-assessed on a car park-by-car park basis to more fully reflect current usage and capacity pressures. It is therefore proposed that revised season ticket prices are developed for Cabinet approval in line with this methodology and recommended pay and display charges.

Property Asset Review

51. As part of the review, a number of car parks (see below) were identified for a property asset review as they were considered to be either of non-strategic importance and/or of low viability:
- Church Street, Amesbury
 - Barton Farm ,Bradford on Avon
 - Newtown, Bradford on Avon
 - Budbury, Bradford on Avon
 - St Margarets Hill, Bradford on Avon
 - St Margarets Street, Bradford on Avon
 - Brakemead, Chippenham
 - Couch Lane, Devizes
 - Castle Grounds, Devizes
 - Burnham Road, Malmesbury
 - Savernake Hospital, Marlborough
 - Bath Road, Melksham
 - Bradford Road, Trowbridge
 - Southwick Country Park, Trowbridge
 - Emwell, Warminster
 - Furlong, Warminster
 - Weymouth Street, Warminster
 - Smallbrook Lane, Warminster
 - Warminster Road (Zone B), Westbury
 - Westbury Leigh, Westbury
52. With consideration of the relevant consultation responses received, and in liaison with potential interested parties (e.g. community groups, town councils, etc.), a series of options will be developed and assessed to produce a preferred option for each car park listed above (except Brakemead in Chippenham which is recommended for retention as a Wiltshire Council staff car park given its proximity to Monkton Park). Without limiting or predicting the outcomes of this process, the range of options could include: re-deployment to another service in Wiltshire Council; marketing for sale, lease or licence to a third party (see section on localism below); operational management by a third party (see section on localism below); on-going operational management by Wiltshire Council; and surrender of lease or licence to the landlord.

Localism

53. While the policy guidance and research strongly suggests that car parking should form part of a local authority's integrated approach to transport, it is acknowledged that an increased degree of localism is both a national and local desire. Therefore, subject to legal and other relevant considerations, the following types of localism opportunities will be considered:
- Enable community groups to 'buy back' a proportion of spaces from Wiltshire Council in identified car parks to offer as free or subsidised parking (e.g. as part of a 'Free after 4pm' parking initiative).
 - Enable community groups to take over (ownership and/or management) identified off-street car parks in accordance with Wiltshire Council's Community Asset Transfer (CAT) Policy. Essentially this policy means that Wiltshire Council can transfer the management and/or ownership of an asset to the community and may do so in some instances, at less than market value, if sufficient social or economic benefits can be delivered by the proposal. This process also applies if parish/town councils or community groups want to take on and maintain local facilities.
 - Enable community groups to run identified car parking services in accordance with Wiltshire Council's Delegation of Services to Town and Parish Councils and Funding of Delegated Services Policy. Essentially, this policy means that Wiltshire Council delegates the service to the community, allowing for local delivery.

Safeguarding Implications

54. There are no direct safeguarding implications arising from the proposal in this report.

Public Health Implications

55. There are no direct public health implications arising from the proposal in this report. The draft reviewed LTP Car Parking Strategy has been subject to a SEA which includes consideration of a number of relevant public health topics.

Procurement Implications

56. There are no direct procurement implications arising from the proposal in this report.

Environmental and Climate Change Considerations

57. There are no direct environmental and climate change considerations arising from the proposal in this report. The draft reviewed LTP Car Parking Strategy has been subject to a SEA and HRA which includes consideration of a number of relevant topics.

Equalities Impact of the Proposal

58. There is no direct equalities impact arising from the proposal in this report. The draft reviewed LTP Car Parking Strategy has been subject to an EqIA.

Risk Assessment

59. There are no direct risks arising from the proposal in this report.

Financial Implications

60. There are no direct financial implications arising from the proposal in this report.

61. The final Cabinet report will contain the financial implications of the countywide proposed charges.

Legal Implications

62. There are no direct legal implications arising from the proposal in this report.

Options Considered

63. That members of the committee note the initial results of the consultation and comment on the proposed approach to revising the Wiltshire LTP Car Parking Strategy before it is considered for adoption by Cabinet.

Conclusions

64. The current LTP Car Parking Strategy needs to be reviewed at this time for a number of reasons.

65. Parking trials in Salisbury (Culver Street car park) and Westbury, and site visits to other local authorities regarding parking technologies have both helped inform the review.

66. An extensive 12 week consultation exercise has been undertaken supported by a significant amount of associated information. Separate questionnaires were published for each of the 14 towns with Council car parks and a possible charging option for each car park was included in the relevant questionnaire based on an analysis of local circumstances. This methodology was endorsed by the Car Parking Review Scrutiny Task Group in September 2014.

67. The consultation has received good exposure. In total, 5,013 people and organisations responded by completing questionnaires. Separate written comments have also been received from a number of organisations and individuals. In addition, five workshops have been held with key stakeholders.

68. The majority of consultees supported the aims of the parking review as set out in Question 1 of the questionnaire. By contrast, in terms of options for charging exemptions (Question 2), the majority of consultees only supported the options of 'free first hour' and 'free after 4pm' where local communities are prepared to fund the scheme.

69. To assist the Environment Select Committee, initial questionnaire results and recommended parking charges for Chippenham, Devizes and Salisbury have been included in the report. More detailed car park-by-car park analysis will be included in the Cabinet report.

70. The numerous suggestions and comments made either through the questionnaires, separate written responses or workshops are currently being considered by officers for action either as part of the review or as part of further work and liaison with town councils, BIDs, community groups, etc.
71. Given current car park usage and capacity pressures, it is considered that a number of amendments need to be made to the season tickets policy, process and prices. A revised approach will therefore be presented to Cabinet.

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The following unpublished documents have been relied on in the preparation of this Report:

None

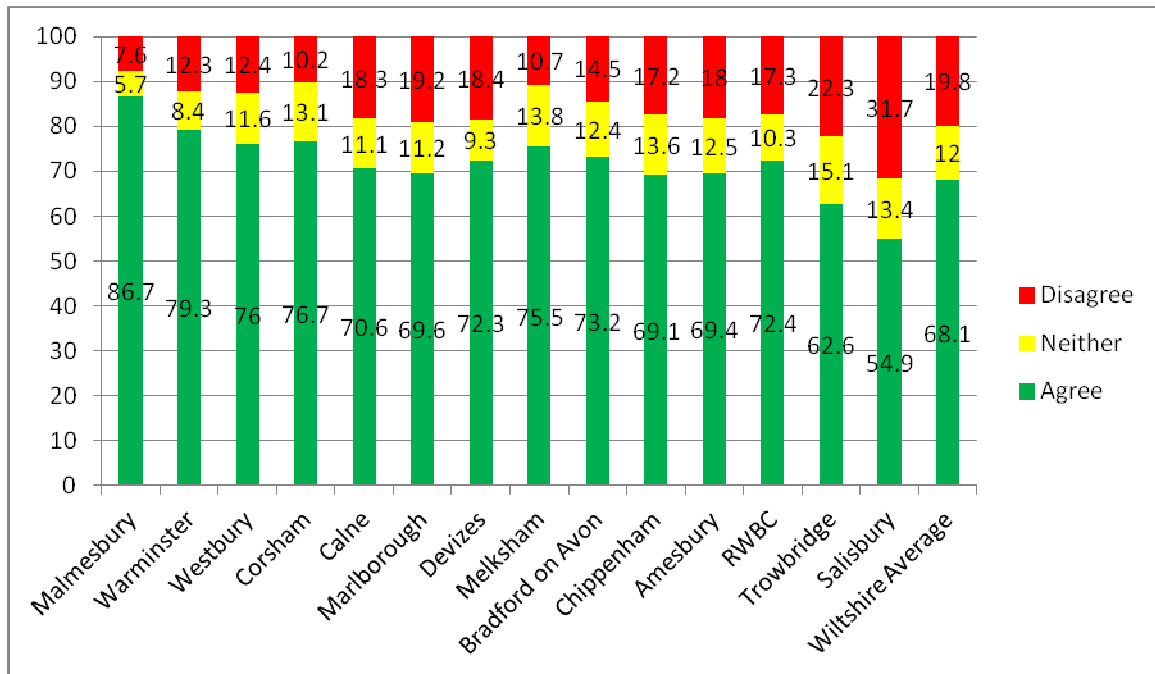
Appendices:

- Appendix 1 – Consultation analysis (Questions 1 and 2)
- Appendix 2 – Questionnaires for Chippenham, Devizes and Salisbury
- Appendix 3 – Recommended charges for Chippenham, Devizes, and Salisbury

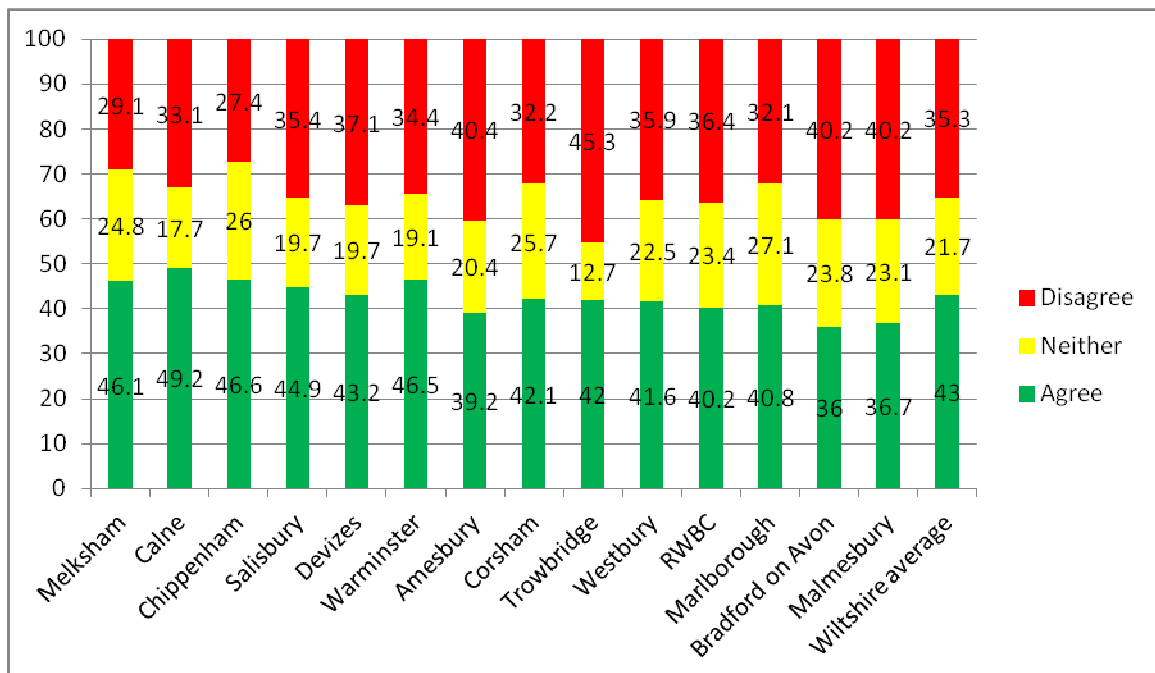
Car Parking Review – final results

Graphical analysis January 30th 2015 based on 5013 returns

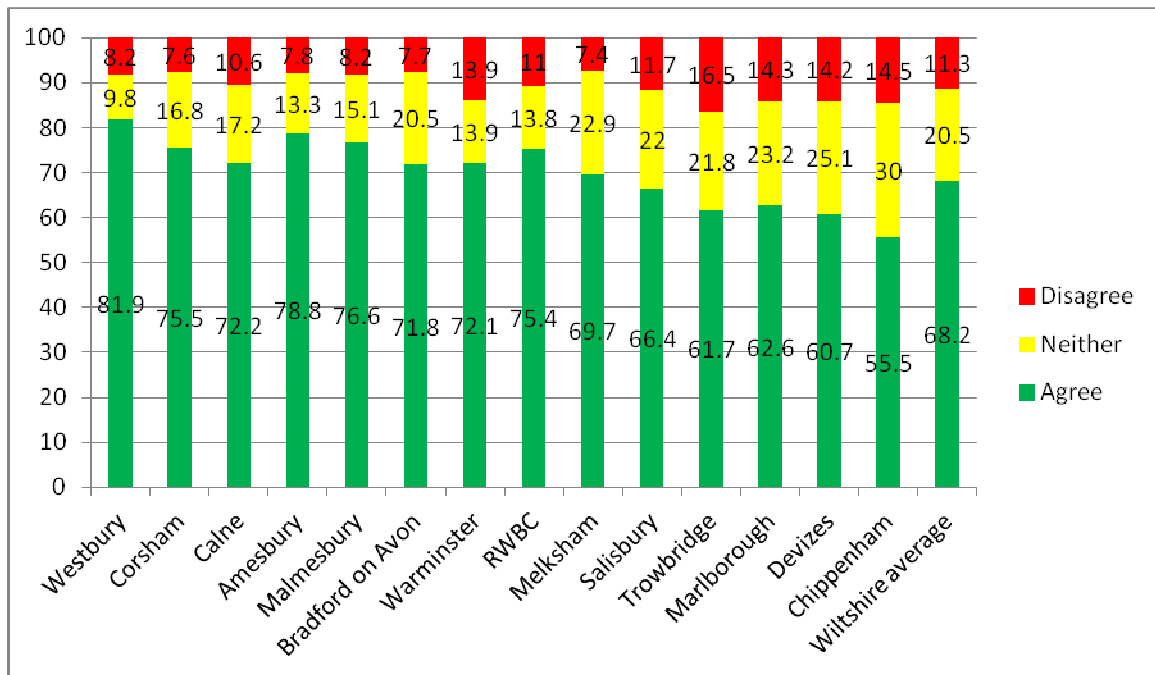
Q1a. The Council should prioritise short stay parking near town centres and locate long stay parking more on the fringes of towns



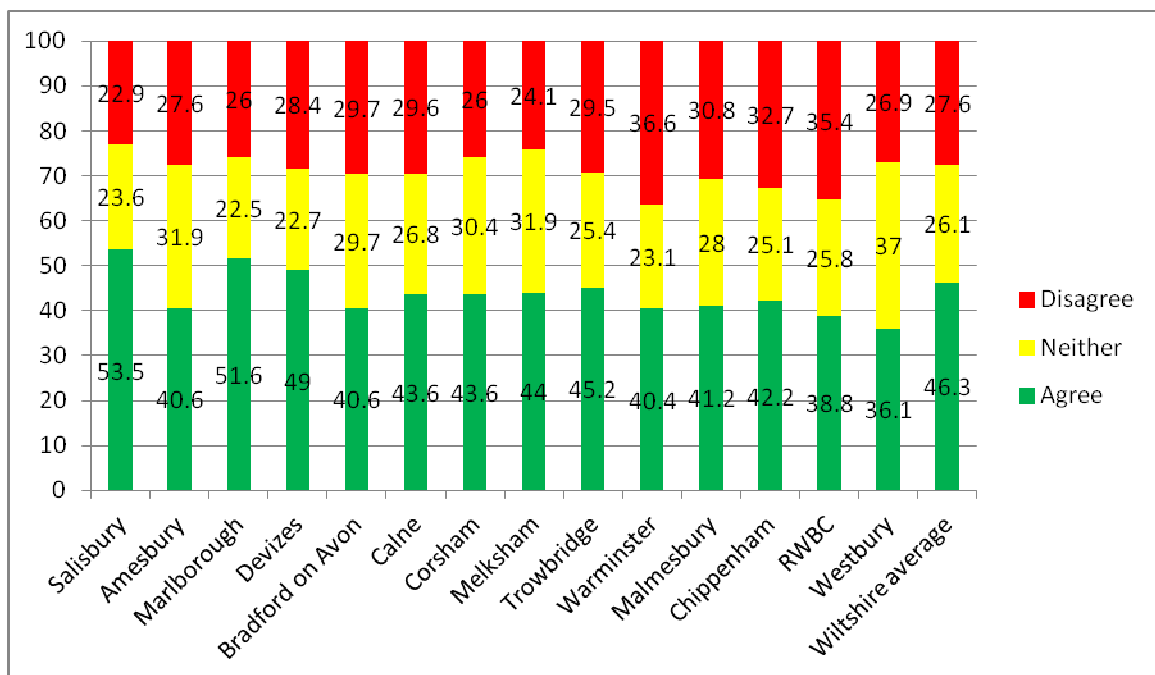
Q1b. For those car parks that are little used, alternative management arrangements or uses should be explored; this may involve selling the land, transferring for community use, or developing the land for new facilities



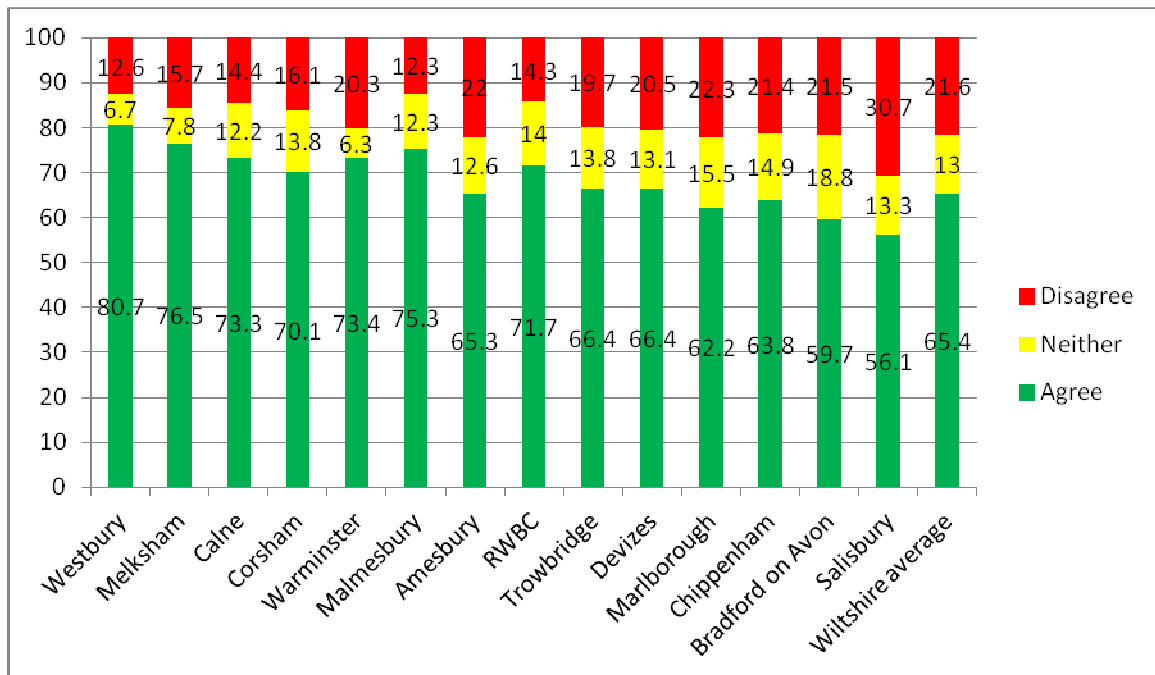
Q1c. The Council should look to transfer some car parks to parish or town councils if all parties agree.



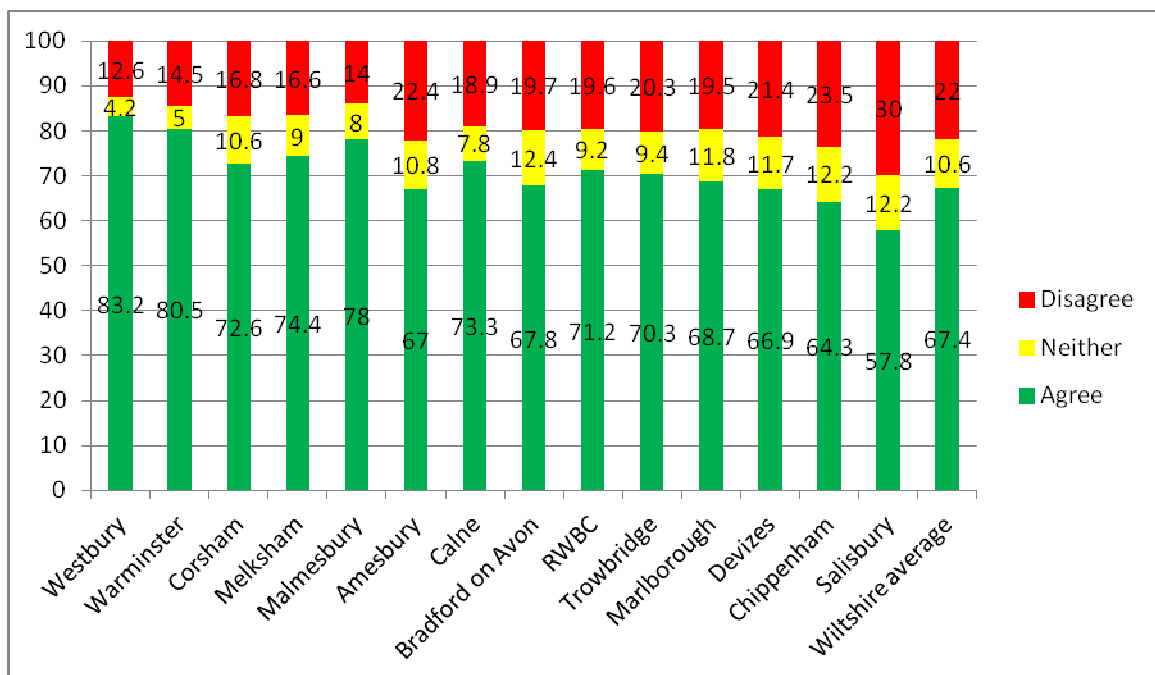
Q1d. The Council should invest in new technologies rather than rely on traditional ticket machines and cash payments



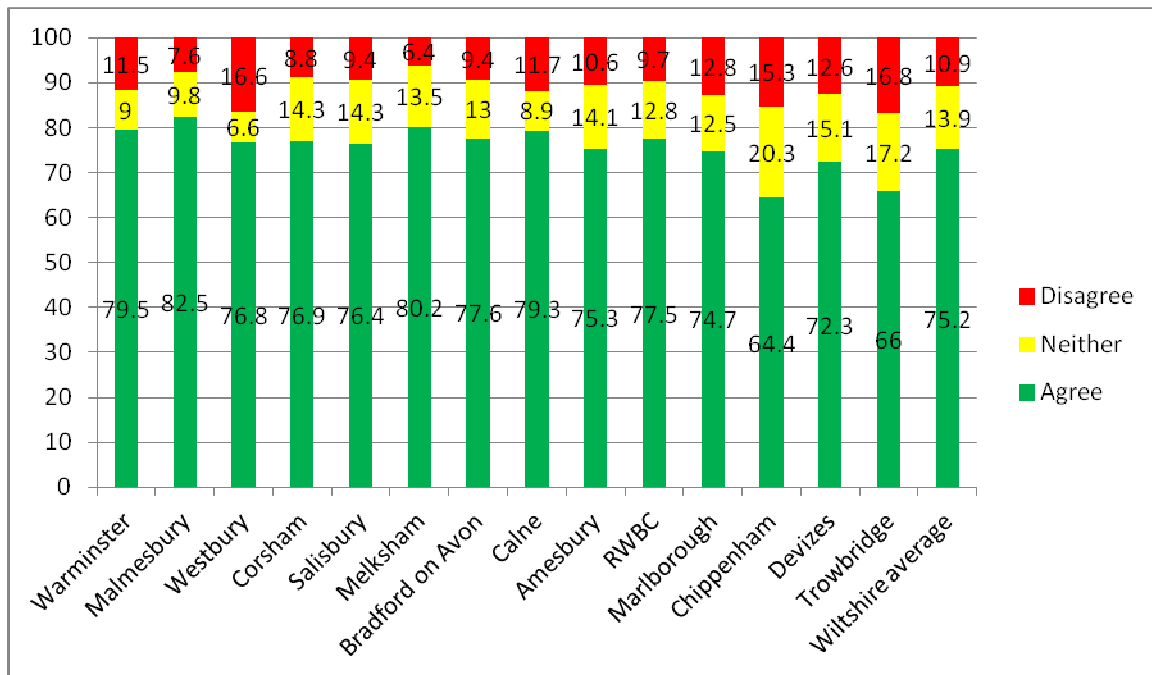
Q1e. The Council should set parking charges on a car park by car park basis rather than on settlement bands (i.e. similar towns having the same charges)



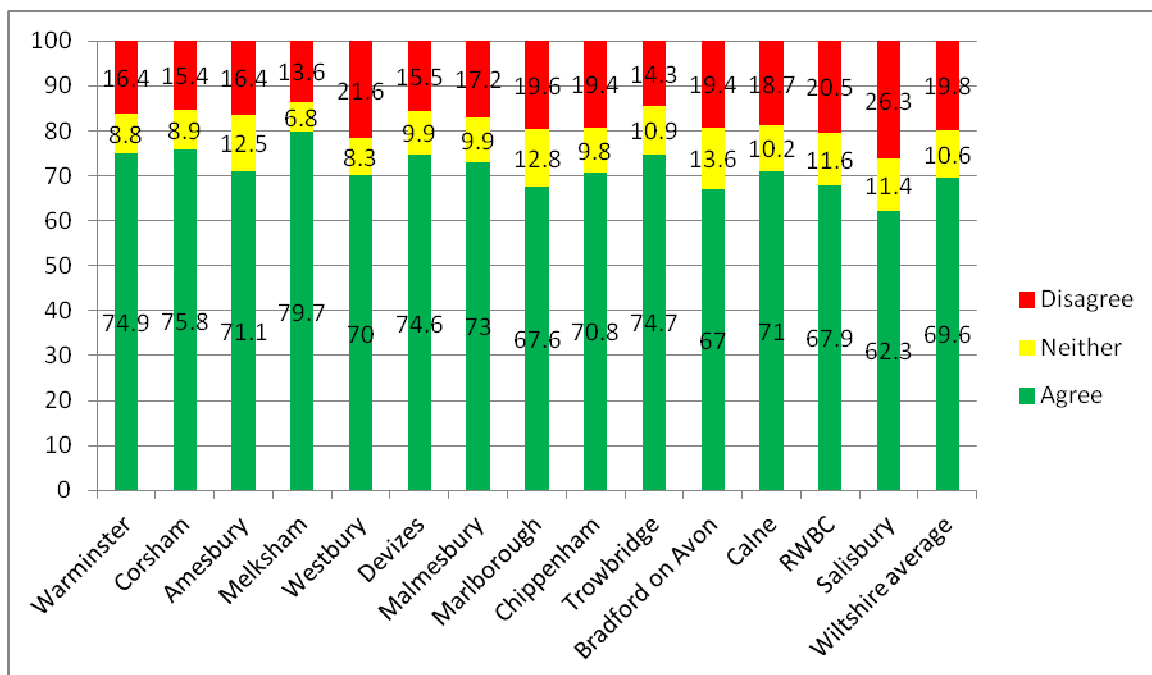
Q1f. The Council should set parking charges on a car park by car park basis rather than on a Wiltshire wide approach (i.e. all towns have the same charges)



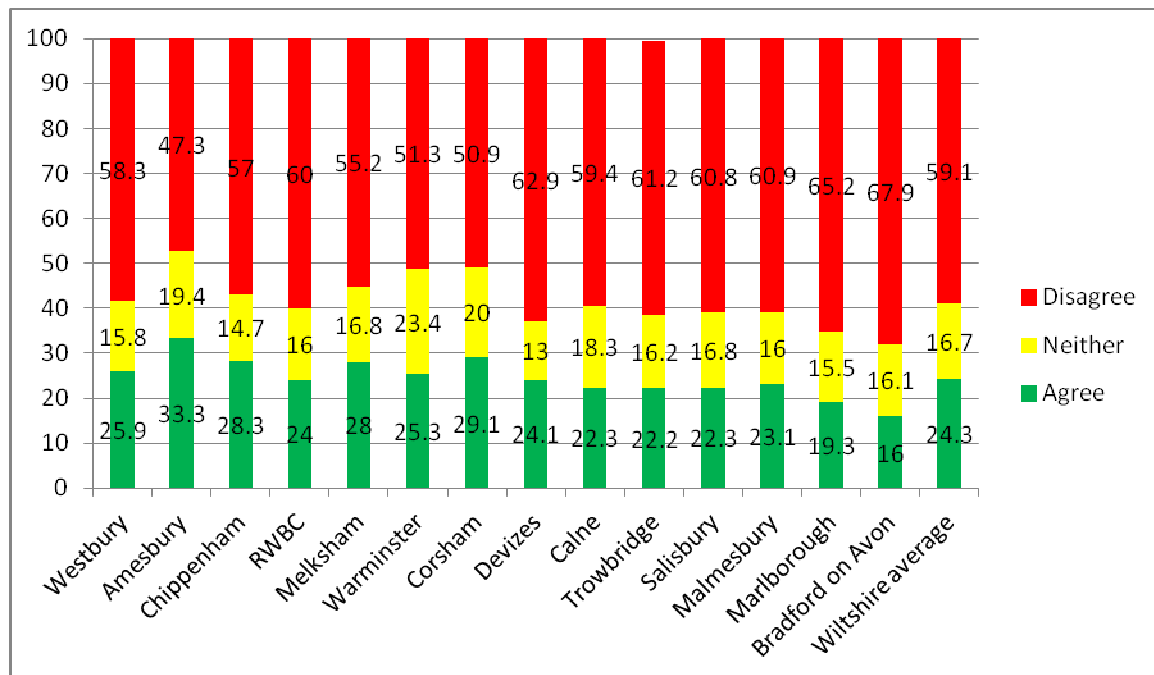
Q1g. The setting of local car parking charges should be delegated to local area boards to agree in negotiation with Wiltshire Council



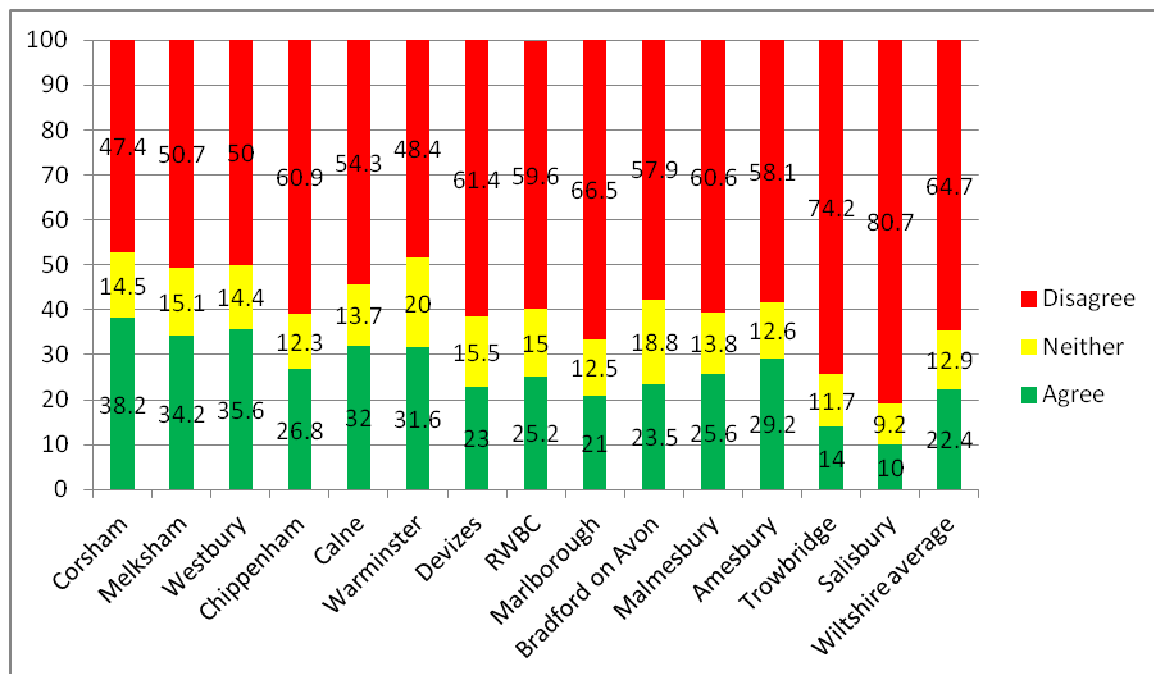
Q2a. The Council should offer a first hour of parking free in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme



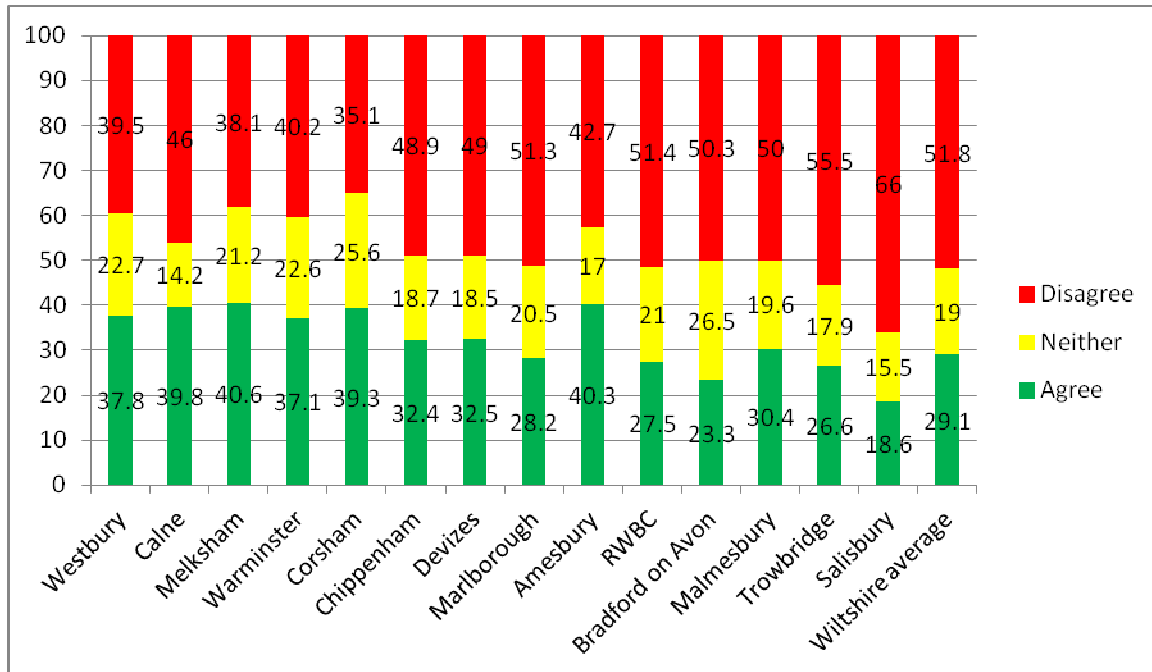
Q2b. The Council should offer the first hour of parking free of charge across all car parks but funding for other services which are supported by this income would need to be removed to compensate. This would therefore significantly impact on the delivery of these other services (e.g. local buses)



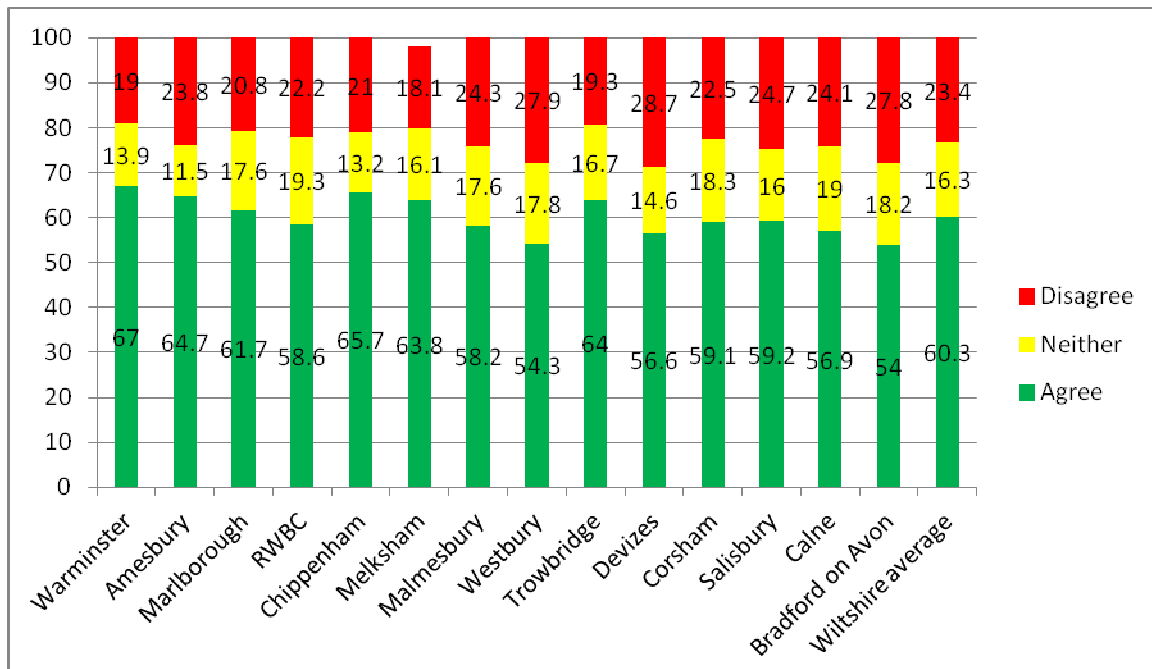
Q2c. The Council should offer the first hour free of charge across all car parks but all other parking charges (i.e. over 1 hour) would need to increase, in some cases by over 100% to compensate



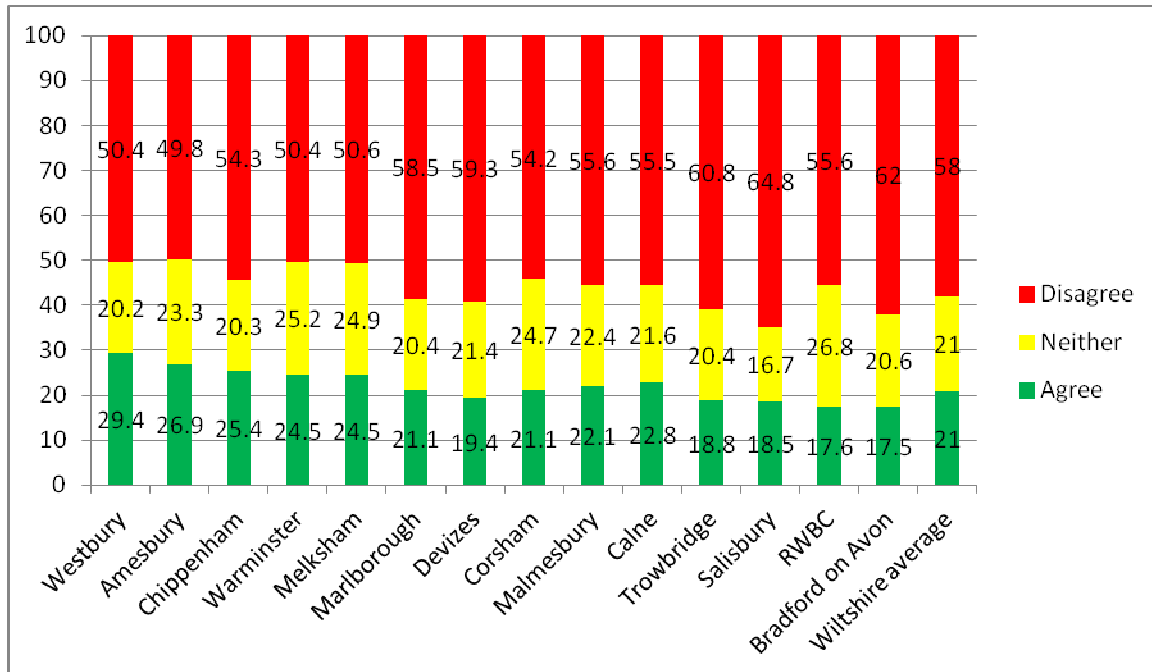
Q2d. The Council should offer the first hour of parking free of charge across under used car parks but all other parking charges (i.e. over 1 hour) would need to increase to compensate (while this increase would be less than the option above, it still may be significant depending on the number of car parks identified)



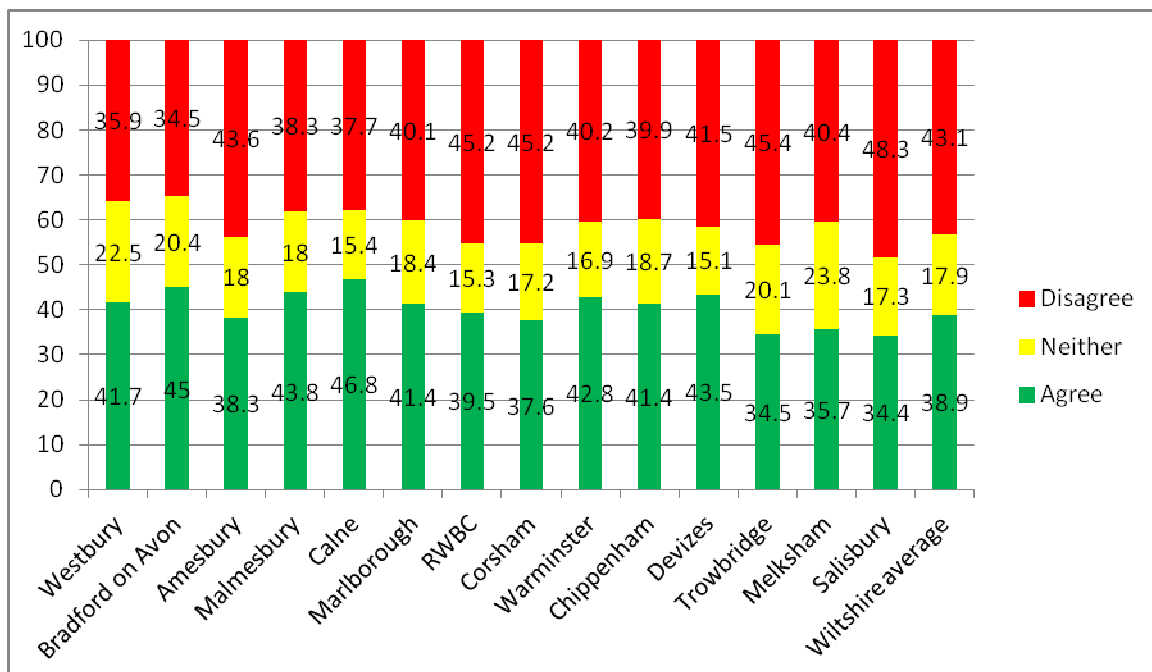
Q2e. The Council should offer free after 4pm parking in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme



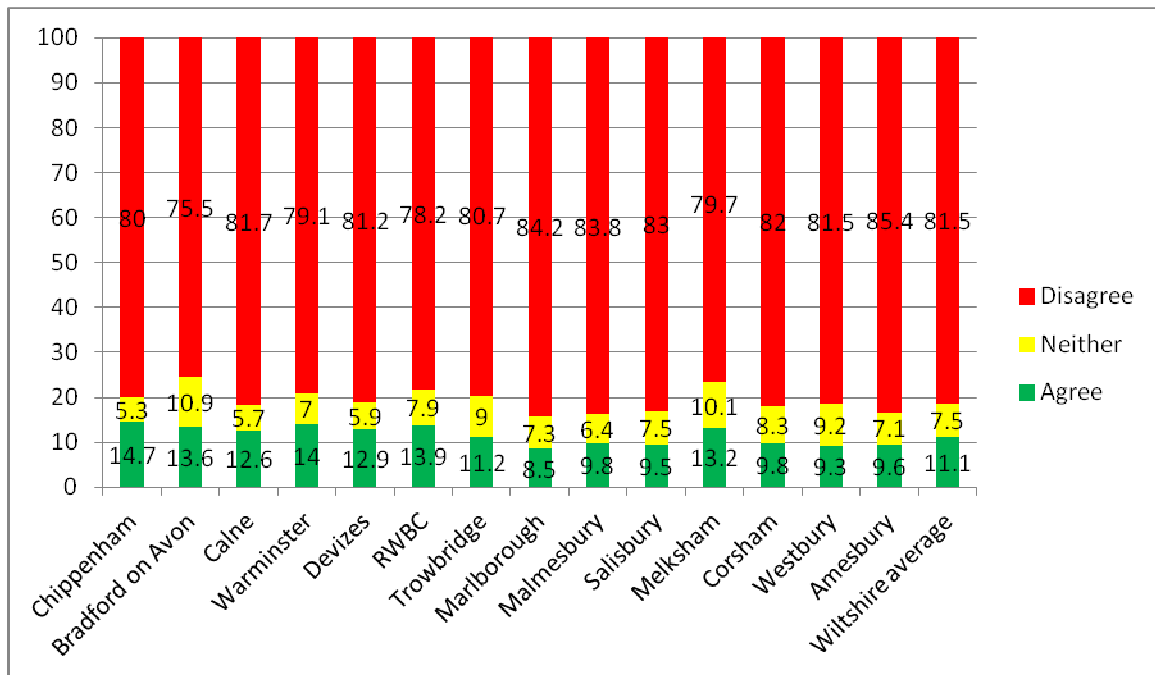
Q2f. The Council should offer free car parking after 4pm across all car parks but all other parking charges would need to increase to compensate (while this increase would be less than the one hour free charging at all car parks option, it still may be significant particularly if lots of people change their current parking habits to take advantage of the offer)



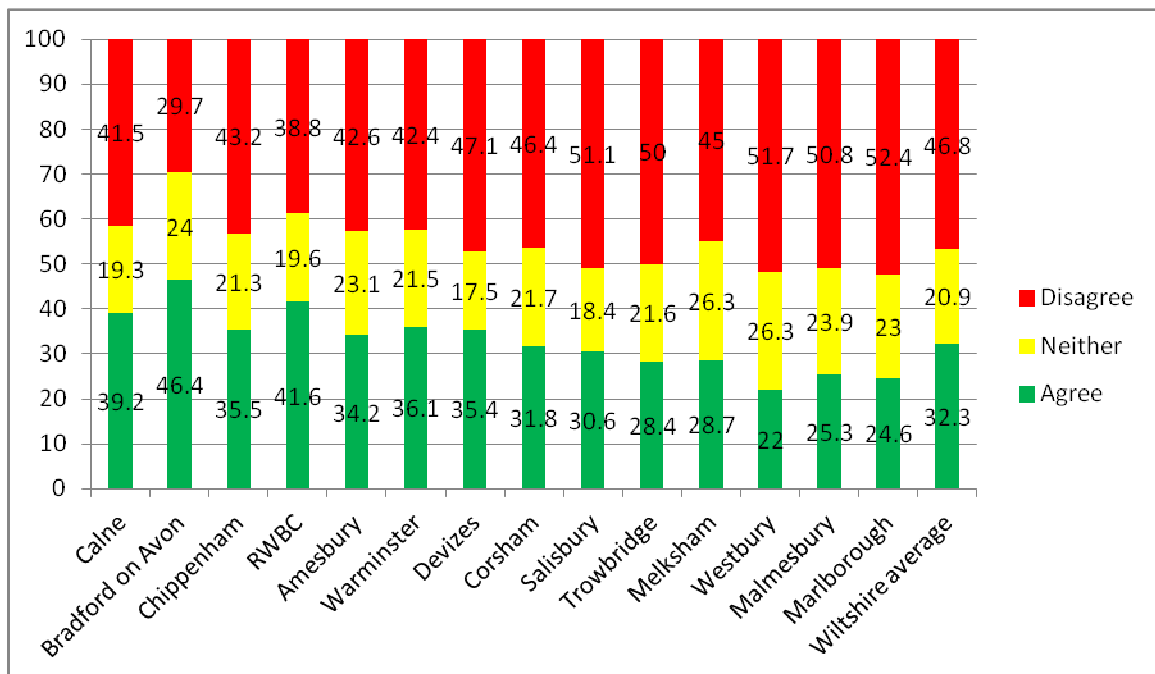
Q2g. The Council should investigate the feasibility of introducing variable charging (this would include increasing charging at peak periods which might mean a reduction for other periods) to help fund the options above



Q2h. To help pay for the options above the Council should introduce Sunday charges, evening charges and overnight charges across all car parks



Q2i. The Council should increase season ticket prices to encourage commuters who tend to park for several hours, to explore alternative travel methods



Appendix 2 – Questionnaires for Chippenham, Devizes and Salisbury

Chippenham Car Parking Review 2014

The Council is currently looking at the provision of car parking across the county. A parking strategy that deals with the supply and management of car parking can be one of the most useful tools available to local authorities in helping them achieve their economic, social and environmental objectives.

1. Do you agree or disagree with the following aims of any car parking review?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The Council should prioritise short stay parking near town centres and locate long stay parking more on the fringes of towns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For those car parks that are little used, alternative management arrangements or uses should be explored; this may involve selling the land, transferring for community use, or developing the land for new facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should look to transfer some car parks to parish or town council control if all parties agree	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should invest in new technologies for managing car parks rather than rely on traditional ticket machines and cash payments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should set parking charges on a car park by car park basis rather than on settlement bands (i.e. similar towns having the same charges)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should set parking charges on a car park by car park basis rather than on a Wiltshire wide approach (i.e. all towns having the same charges)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The setting of local car parking charges should be delegated to local area boards to agree in negotiation with Wiltshire Council	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Where there are proposals for exemptions to charging (i.e. first hour free), the deal would be that the council would need to introduce radical ways of working to help fund these exemptions. For example; this could include a Cashless Payment System, Automatic Number Plate Recognition enforcement and changes to current enforcement practices/levels. These would, however, not cover the cost of the exemption proposals in totality (as an example, they would only cover circa 15% towards the estimated £2.5m-£2.7m shortfall that implementing the first hour free proposal would create) and therefore we would need to explore options about how we would cover any funding gap that arises. It is important to note that the Council has made no firm decisions at this stage and would like to see how far you agree or disagree with these type of options before progressing any further.

2. Do you agree or disagree with the following options for car parking?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The Council should offer a first hour of parking free in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour of parking free of charge across all car parks but funding for other services which are supported by this income would need to be removed to compensate. This would therefore significantly impact on the delivery of these other services (e.g. local buses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour free of charge across all car parks but all other parking charges (i.e. over 1 hour) would need to increase, in some cases by over 100% to compensate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour of parking free of charge across under used car parks but all other parking charges (i.e. over 1 hour) would need to increase to compensate (while this increase would be less than the option above, it still may be significant depending on the number of car parks identified)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer free after 4pm parking in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Your local car parks

The following questions relate to car parks just within the Chippenham Community Area. The Council has made no decisions at this stage and would like to know how much you might agree or disagree with the presented options, or alternatively suggest your own. (We recommend reviewing the Chippenham Charging Summary for further information).

4. The car park in the Borough Parade Chippenham is currently Short stay. The Council does not propose to change any charges except to remove the 3 hour charging band and make a maximum stay 2 hours to allow a greater turnover of cars as this is a very well used car park.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

5. The car park at Brakemead is currently Long stay only. After reviewing this car park, the Council feel that alternative management models (e.g. community managed) or other uses for the site should be explored.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

6. The car park at Emery Gate (surface) is currently short stay. The Council proposes to increase the 1 hour charge from £1.00 to £1.10 and the 2 hour charge from £1.50 to £1.60 to help manage demand.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

7. The car park at Emery Gate (sub-surface) is currently short stay. The Council proposes no change to this car park except the removal of some permit parking to aid capacity as the car park is very well used.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

8. The car park at Gladstone Road is currently Short stay. The Council does not propose to change any charges except to remove the 3 hour charging band and make a maximum stay 2 hours to allow a greater turnover of cars as this is a very well used car park.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

9. The car park at Monkton Park (weekday parking) is currently designated a facility car park for staff, police, emergency vehicles and visitors. The Council does not propose to change its designation but does propose to remove the option for public parking.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

10. The car park at Monkton Park (weekend parking) is currently designated Short stay. In order to fit into more with the surrounding parking offer it is proposed to reduce the second hour charge which is currently £1.20 to £1.00. All other charges stay the same.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

11. The car park at Bath Road is currently designated Long stay. The Council would like to see the charge for 1 hour stay increased from £0.80 to £1.00 and the 2 hour stay from £1.30 to £1.40, the 3 hour charge would stay the same and the 4 hour stay increased from £3.10 to £3.50, the 5 hour charge increase from £4.20 to £4.50, the 8 hour charge of £5.40 and the all day charge of £5.90 dropped for a new all day charge of £7.50. This is because the car park is heavily over utilised with spaces tied up all day.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

12. The car park at Sadlers Mead is currently designated Long stay. The Council proposes to keep this a long stay car park with charges for the first 2 hours unchanged. However it would like to see the charge for 3 hour stay increased from £2.60 to £2.70, the 4 hour stay increased from £3.10 to £3.60, the 5 hour charge increase from £4.20 to £4.70, the 8 hour charge of £5.40 and the all day charge of £7.40 dropped for a new all day charge of £7.50. This is because the car park is heavily over utilised with spaces tied up all day.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

13. The coach park at Sadlers Mead is currently designated as a coach park. The Council proposes no changes to the designation and charges.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

14. The car park at Spanbourn Avenue is currently designated as Long stay. The Council proposes no change to this designation. The Council proposes to reduce charges for all times as this car park is under used. Charges would reduce from 80p to 60p for the first hour, £1.30 to 90p for the second hour, £2.60 to £1.80 for the third hour, £3.10 to £2.60 for the fourth hour, £4.20 to £3.60 for the fifth hour, and introduce a new day charge of £5.00 to replace the old 8 hour and day charges which were £5.40 and £5.90 respectively.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

15. The car park at Wood Lane is currently designated as Long stay. The council proposes no changes to this designation. The only change to charges is to remove the 8hr tariff option and reduce the Day charge to £5.00.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

16. Finally having read the car parking strategy and answered this survey are there any other comments you would like to make?

About you

Wiltshire Council is committed to ensuring that our services, policies and practices are free from discrimination and prejudice and that they meet the needs of all the community. For us to check we are providing fair and effective services, we would be grateful if you would answer the questions below. You are under no obligation to provide the information requested, but it would help us greatly if you do.

The information you provide will be treated in the strictest of confidence and may be passed on to other services within the Council, who will use it for the same purposes. The information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 1998 and will not be passed onto any third party. At all times, it will be treated as confidential and used only for the purpose of this consultation and for equality monitoring. All personal information held by Wiltshire Council is held safely in a secure environment. Thank you for your assistance.

For Wiltshire Councils full data protection policy go to <http://www.wiltshire.gov.uk/council/dataprotectionandfoi/dataprotection/privacy.htm>

17. Are you responding to this consultation as:

- Resident
- Local Business
- Town or Parish Council
- Community Group
- Other

Please specify

18. Are you male or female?

- Male
- Female

19. What age group are you in?

- 16-18
- 19-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

20. Do you consider yourself to have any of the following disabilities?

- Hearing disability
- Learning disability
- Mental health issues
- Physical disability
- Speech impairment
- Visual disability
- No disabilities

21. What is your ethnicity?

- White British
- Asian or Asian British
- Black African, Black Caribbean or Black British
- Other European Union group
- Mixed/Multiple ethnic groups
- Other ethnic group

22. Please enter your postcode: (Format BA14 8JN)

Thank you for completing this survey. To submit your response please post to:

Sustainable Transport Group
Highways and Transport
Wiltshire Council
County Hall
Bythesea Road
Trowbridge Wiltshire
BA14 8JN

If you have any queries about this survey please contact Wiltshire Council on 0300 456 0100.

Devizes Car Parking Review 2014

The Council is currently looking at the provision of car parking across the county. A parking strategy that deals with the supply and management of car parking can be one of the most useful tools available to local authorities in helping them achieve their economic, social and environmental objectives.

1. Do you agree or disagree with the following aims of any car parking review?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The Council should prioritise short stay parking near town centres and locate long stay parking more on the fringes of towns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For those car parks that are little used, alternative management arrangements or uses should be explored; this may involve selling the land, transferring for community use, or developing the land for new facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should look to transfer some car parks to parish or town council control if all parties agree	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should invest in new technologies for managing car parks rather than rely on traditional ticket machines and cash payments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should set parking charges on a car park by car park basis rather than on settlement bands (i.e. similar towns having the same charges)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should set parking charges on a car park by car park basis rather than on a Wiltshire wide approach (i.e. all towns having the same charges)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The setting of local car parking charges should be delegated to local area boards to agree in negotiation with Wiltshire Council	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Where there are proposals for exemptions to charging (i.e. first hour free), the deal would be that the council would need to introduce radical ways of working to help fund these exemptions. For example; this could include a Cashless Payment System, Automatic Number Plate Recognition enforcement and changes to current enforcement practices/levels. These would, however, not cover the cost of the exemption proposals in totality (as an example, they would only cover circa 15% towards the estimated £2.5m-£2.7m shortfall that implementing the first hour free proposal would create) and therefore we would need to explore options about how we would cover any funding gap that arises. It is important to note that the Council has made no firm decisions at this stage and would like to see how far you agree or disagree with these type of options before progressing any further.

2. Do you agree or disagree with the following options for car parking?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The Council should offer a first hour of parking free in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour of parking free of charge across all car parks but funding for other services which are supported by this income would need to be removed to compensate. This would therefore significantly impact on the delivery of these other services (e.g. local buses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour free of charge across all car parks but all other parking charges (i.e. over 1 hour) would need to increase, in some cases by over 100% to compensate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour of parking free of charge across under used car parks but all other parking charges (i.e. over 1 hour) would need to increase to compensate (while this increase would be less than the option above, it still may be significant depending on the number of car parks identified)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer free after 4pm parking in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Council should offer free car parking after 4pm across all car parks but all other parking charges would need to increase to compensate (while this increase would be less than the one hour free charging at all car parks option, it still may be significant particularly if lots of people change their current parking habits to take advantage of the offer)

The Council should investigate the feasibility of introducing variable charging (this would include increasing charging at peak periods which might mean a reduction for other periods) to help fund the options above

To help pay for the options above the Council should introduce Sunday charges, evening charges and overnight charges across all car parks

The Council should increase season ticket prices to encourage commuters who tend to park for several hours, to explore alternative travel methods

It is important to appreciate that any one compensation option proposed (e.g. increasing other charges to compensate for introducing 1st hour free parking) is unlikely to be able to fully fund the exemption options shown above. It is therefore likely that a combination of compensation options would be required to fund identified budget shortfalls.

3. Do you have any other suggestions or would like to propose alternatives (including how they are to be funded) around car parking options?

Your local car parks

The following questions relate to car parks just within the Devizes Community Area and we would like to know how much you might agree or disagree with the proposed suggestions based on current usage and issues. (We recommend reviewing the Devizes Charging Summary for further information).

- 4. The Central car park is currently Long stay. The Council proposes to change this to Short stay to reflect its central location and usage profile. Currently there are 4,5,8, hour and all day parking charges. The Council proposes to remove these entirely. The remaining charges would see an increase as follows: 1 hour from £0.55 to £0.70, 2 hour from £1.30 to £1.40 and 3 hour from £2.00 to £2.10.**

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

- 5. The car park at Sainsburys is currently Long stay. The Council proposes to change this to Short stay to reflect its usage profile and car park purpose. Currently there is a 4 hour charge available but to reflect the new short stay nature proposed this would be removed. The 1 hour charge would increase from £0.55 to £0.60 but the second hour charge would remain unchanged at £1.30 and the current 3 hour tariff at £3.30 would also remain unchanged. Negotiations with the landowner will be needed to agree these potential changes.**

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

6. The car park at Northgate is currently designated Long stay. The Council proposes to change this to Short stay to reflect its central location and usage profile. Currently there is a 4 hour, 5 hour, 8 hour and all day parking charges available. The Council proposes to remove these options to reflect the new Short stay designation. Charges for the first hour at £0.55 would increase to £0.60 but the current 2 and 3 hour charge would remain unchanged.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

7. The car park at Sheep Street is currently designated Long stay. The Council proposes no change to the designation but would make the car park MiPermit only to allow it to remove the pay machine. The first hour charge would increase from £0.55 to £0.60. The charges for 2, 3, 4, 5 hour stays would remain unchanged. The current 8 hour charge of £5.20 and the All day charge of £6.10 would be replaced by a new All day charge of £6.00.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

8. The car park in the Vales Lane is currently Long stay. The Council is proposing to change this designation to Short stay to reflect its central location and usage profile. Currently there is a 4 hour, 5 hour, 8 hour and all day parking charges available. The Council proposes to remove these options to reflect the new Short stay designation. Charges for the first hour at £0.55 would increase to £0.60 but the current 2 and 3 hour charge would remain unchanged.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

9. The car park at West Central is currently Long stay. The Council proposes no change to this designation but as the car park is often full wants to increase charges as follows to help manage demand. The first hour charge of £0.55 increase to £0.70, the second hour charge increase from £1.30 to £1.40, the third hour charge from £2.00 to £2.10. The 4 and 5 hour charges would remain unchanged but the current 8 hour charge of £5.20 and the All day charge of £6.10 be replaced by one All day charge of £6.00.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

10. The car park at Couch lane is Long stay. Usage is currently very low. After reviewing this car park, the Council feels that alternative management models (e.g. community managed) or other uses for the site should be explored.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

11. The car park at Station Road is currently designated as Long stay. The Council proposes no change to this designation but having reviewed usage propose to reduce charges due to its peripheral location and relatively low usage. Charges would reduce as follows. The charge for 1 hour would reduce from £0.45 to £0.40, the 2 hour charge form £1.10 to £1.00, the 3 hour charge from £2.00 to £1.50, the 4 hour charge from £2.40 to £2.00, the 5 hour charge from £3.20 to £2.50. The current 8 hour charge of £5.20 and the all day charge of £5.60 would be removed and replaced with one all day charge of £4.50.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

12. The car park at The Wharf is currently Long stay. The Council proposes no change to this designation. However, the car park is often full and to manage demand the following increases to the parking charges are proposed. The charges for 1 hour parking to increase from £0.55 to £0.70, 2 hour charge from £1.30 to £1.40, 3 hour charge from £2.00 to £2.10. The 4 hour and 5 hour charges would remain as now. The current 8 hour charge of £5.20 and all day charge of £6.10 to be replaced by a new all day charge of £6.00.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

13. The car park at Market Place is currently Short stay. The Council proposes no change to this designation or any change to its free status. However, to reflect its central location and to encourage turnover and address high usage levels, should the council consider an option to introduce charging in this car park?

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

14. The car park at Castle grounds is permit only. Usage is currently very low. After reviewing this car park, the Council feels that alternative management models (e.g. community managed) or other uses for the site should be explored.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

18. What age group are you in?

- 16-18
- 19-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

19. Do you consider yourself to have any of the following disabilities?

- Hearing disability
- Learning disability
- Mental health issues
- Physical disability
- Speech impairment
- Visual disability
- No disabilities

20. What is your ethnicity?

- White British
- Asian or Asian British
- Black African, Black Caribbean or Black British
- Other European Union group
- Mixed/Multiple ethnic groups
- Other ethnic group

21. Please enter your postcode: (Format BA14 8JN)

Thank you for completing this survey. To submit your response please post to:

Sustainable Transport Group
Highways and Transport
Wiltshire Council
County Hall
Bythesea Road
Trowbridge Wiltshire
BA14 8JN

If you have any queries about this survey please contact Wiltshire Council on 0300 456 0100.

Salisbury Car Parking Review 2014

The Council is currently looking at the provision of car parking across the county. A parking strategy that deals with the supply and management of car parking can be one of the most useful tools available to local authorities in helping them achieve their economic, social and environmental objectives.

1. Do you agree or disagree with the following aims of any car parking review?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The Council should prioritise short stay parking near town centres and locate long stay parking more on the fringes of towns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For those car parks that are little used, alternative management arrangements or uses should be explored; this may involve selling the land, transferring for community use, or developing the land for new facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should look to transfer some car parks to parish or town council control if all parties agree	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should invest in new technologies for managing car parks rather than rely on traditional ticket machines and cash payments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should set parking charges on a car park by car park basis rather than on settlement bands (i.e. similar towns having the same charges)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should set parking charges on a car park by car park basis rather than on a Wiltshire wide approach (i.e. all towns having the same charges)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The setting of local car parking charges should be delegated to local area boards to agree in negotiation with Wiltshire Council	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Where there are proposals for exemptions to charging (i.e. first hour free), the deal would be that the council would need to introduce radical ways of working to help fund these exemptions. For example; this could include a Cashless Payment System, Automatic Number Plate Recognition enforcement and changes to current enforcement practices/levels. These would, however, not cover the cost of the exemption proposals in totality (as an example, they would only cover circa 15% towards the estimated £2.5m-£2.7m shortfall that implementing the first hour free proposal would create) and therefore we would need to explore options about how we would cover any funding gap that arises. It is important to note that the Council has made no firm decisions at this stage and would like to see how far you agree or disagree with these type of options before progressing any further.

2. Do you agree or disagree with the following options for car parking?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
The Council should offer a first hour of parking free in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour of parking free of charge across all car parks but funding for other services which are supported by this income would need to be removed to compensate. This would therefore significantly impact on the delivery of these other services (e.g. local buses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour free of charge across all car parks but all other parking charges (i.e. over 1 hour) would need to increase, in some cases by over 100% to compensate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer the first hour of parking free of charge across under used car parks but all other parking charges (i.e. over 1 hour) would need to increase to compensate (while this increase would be less than the option above, it still may be significant depending on the number of car parks identified)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Council should offer free after 4pm parking in areas where local communities (e.g. business groups, town and parish councils, etc.) are prepared to fund the scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Council should offer free car parking after 4pm across all car parks but all other parking charges would need to increase to compensate (while this increase would be less than the one hour free charging at all car parks option, it still may be significant particularly if lots of people change their current parking habits to take advantage of the offer)

The Council should investigate the feasibility of introducing variable charging (this would include increasing charging at peak periods which might mean a reduction for other periods) to help fund the options above

To help pay for the options above the Council should introduce Sunday charges, evening charges and overnight charges across all car parks

The Council should increase season ticket prices to encourage commuters who tend to park for several hours, to explore alternative travel methods

It is important to appreciate that any one compensation option proposed (e.g. increasing other charges to compensate for introducing 1st hour free parking) is unlikely to be able to fully fund the exemption options shown above. It is therefore likely that a combination of compensation options would be required to fund identified budget shortfalls.

3. Do you have any other suggestions or would like to propose alternatives (including how they are to be funded) around car parking options?

Your local car parks

The following questions relate to car parks just within the Salisbury Community Area. The Council has made no decisions at this stage and would like to know how much you might agree or disagree with the presented options, or alternatively suggest your own. (We recommend reviewing the Salisbury Charging Summary for further information).

4. The car park in the Central (short stay area) is currently Short stay. The Council is proposing no change in this designation. However, it is proposing to reduce slightly the hourly rates. Charges for the first hour would reduce from £1.40 to £1.30, for the second hour from £2.50 to £2.40 and for the third hour from £4.20 to £4.00. Sunday charges at £1.70 would remain the same.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

5. The car park at Central (long stay area) is currently Long stay only. The Council having reviewed usage and local circumstances want to introduce some changes. These changes would result in a slight reduction in parking charges for stays up to 3 hours but increases for longer stays to help manage demand and encourage more use of Park and Ride and other travel arrangements. Sunday charges would remain unchanged. The proposal is to reduce the 1 hour charge from £1.40 to £1.30, the second hour charge from £2.50 to £2.40 and keep the 3 hour charge the same at £4.00. Stays over this time band would increase as follows. The 4 hour charge would increase from £4.60 to £5.00, the 5 hour charge would increase from £5.50 to £6.00 and the Day charge would increase from £7.40 to £9.00.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

6. The car park at Millstream is currently Long stay. The Council having reviewed usage (at peak times it is usually full) want to introduce some changes. These changes would result in a slight reduction in parking charges for stays up to 3 hours but increases for longer stays to help manage demand and encourage more use of Park and Ride and other travel arrangements. Sunday charges would remain unchanged. The proposal is to reduce the 1 hour charge from £1.40 to £1.30, the second hour charge from £2.50 to £2.40 and keep the 3 hour charge the same at £4.00. Stays over this time band would increase as follows. The 4 hour charge to increase from £4.60 to £5.00, the 5 hour charge to increase from £5.50 to £6.00 and the Day charge increase from £7.40 to £9.00. Please let us know your level of agreement with this.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

7. The car park at the Maltings is currently Short stay. The Council does not propose to change any charges or the designation of this car park.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

8. The car park at Salt Lane is currently designated short stay. The Council does not propose to change any charges or to change its designation.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

9. The car park at Brown Street is currently designated Short stay The Council does not propose to change any charges or to change its designation.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

10. The car park at College Street is currently designated Long stay. The Council proposes to keep this a long stay car park with charges largely unchanged. However it would like to see the charge for Day parking increase from £7.40 to £9.00 to help manage demand and encourage more use of Park and Ride and other travel arrangements.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

11. The car park at Culver Street is currently designated Long stay. The Council proposes to change this designation by making floors 1-3 short stay with floors 4-5 remaining as long stay. Short stay charges are to be reduced to encourage usage as follows. The 1 hour charge; reduce from £1.40 to £1.00. The 2 hour charge; reduce from £2.50 to £2.00 and the 3 hour charge; reduce from £4.00 to £3.00. The charge for 4 hour stays would reduce from £4.60 to £4.00 and 5 hour stays from £5.50 to £5.00. However, Day charges currently £7.40 would increase to £9.00. Sunday charges remain unchanged.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

12. The car park at Lush House is currently designated short stay. The Council proposes no changes to this designation but as the car park is over used at peak time's charges should increase as follows. The 1 hour charge to increase from £1.40 to £1.50, and the 2 hour charge to increase from £2.50 to £2.70. All other charges for 3 hour parking and parking on a Sunday remain unchanged. Negotiations with the landowner will be needed to agree these potential changes.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

13. The car park at Southampton Road is currently designated as Long stay. The Council proposes to reduce charges for most times as this is an under used car park. Charges would reduce from £1.40 to £1.00 for the first hour, £2.50 to £2.00 for the second hour, £4.00 to £3.00 for the third hour, £4.60 to £4.00 for the fourth hour, and £5.50 to £5.00 for the fifth hour. A new day charge of £9.00 would to replace the old day charge of £7.40 to encourage more use of Park and Ride and other travel arrangements. Sunday charges remain unchanged. Negotiations with the landowner will be needed to agree these potential changes.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

14. The Mill Stream Coach Park. The Council proposes no change to the designation or charges.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

15. The New Canal Coach Park. The Council proposes no change to the designation or charges.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

16. The On Street parking charges are currently £0.20 for 15 minutes, £0.60 for 30 minutes, £1.10 for 45 minutes and £1.60 for 60 minutes. The Council proposes to change the charges to £0.80 for 30 minutes and £1.50 for 60 minutes. The 15 minute and 45 minute options would be removed as they are relatively little used and 15 minute intervals are difficult to enforce. Sunday charging would remain the same.

- This is my preferred option
- I have no opinion on the above
- I would recommend a different option

If you would recommend another option what is that?

17. Finally having read the car parking strategy and answered this survey are there any other comments you would like to make?

About you

Wiltshire Council is committed to ensuring that our services, policies and practices are free from discrimination and prejudice and that they meet the needs of all the community. For us to check we are providing fair and effective services, we would be grateful if you would answer the questions below. You are under no obligation to provide the information requested, but it would help us greatly if you do.

The information you provide will be treated in the strictest of confidence and may be passed on to other services within the Council, who will use it for the same purposes. The information you provide on this form will be processed in accordance with the requirements of the Data Protection Act 1998 and will not be passed onto any third party. At all times, it will be treated as confidential and used only for the purpose of this consultation and for equality monitoring. All personal information held by Wiltshire Council is held safely in a secure environment. Thank you for your assistance.

For Wiltshire Councils full data protection policy go to <http://www.wiltshire.gov.uk/council/dataprotectionandfoi/dataprotection/privacy.htm>

18. Are you responding to this consultation as:

- Resident
- Local Business
- Town or Parish Council
- Community Group
- Other

Please specify

19. Are you male or female?

- Male
- Female

20. What age group are you in?

- 16-18
- 19-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

21. Do you consider yourself to have any of the following disabilities?

- Hearing disability
- Learning disability
- Mental health issues
- Physical disability
- Speech impairment
- Visual disability
- No disabilities

22. What is your ethnicity?

- White British
- Asian or Asian British
- Black African, Black Caribbean or Black British
- Other European Union group
- Mixed/Multiple ethnic groups
- Other ethnic group

23. Please enter your postcode: (Format BA14 8JN)

Thank you for completing this survey. To submit your response please post to:

Sustainable Transport Group
Highways and Transport
Wiltshire Council
County Hall
Bythesea Road
Trowbridge Wiltshire
BA14 8JN

If you have any queries about this survey please contact Wiltshire Council on 0300 456 0100

It should be noted that these charges will be revisited when the full results of the consultation exercise have been analysed to see if any further minor changes need to be made.

Appendix 3 - Recommended parking charges

Chippenham

It is important to note that the Council's car park usage evidence suggests that there is a car parking capacity issue in Chippenham. While a number of changes are proposed below to help manage current demand, the capacity issue will need to be considered as part of the wider review of the Chippenham Transport Strategy which forms part of the emerging Wiltshire Core Strategy.

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Borough Parade (195)	Short Stay	Short Stay	Peak: 106% Average: 83%	1hr £1.00 2hr £1.50 3hr £3.20	£324,096	1hr £1.00 2hr £1.50	1hr £1.00 2hr £1.50	<p>Consultation: 3hr tariff option removed to help manage demand by increasing the turnover of spaces. This is considered a more realistic short-term approach to the demand/capacity issue than charging increases.</p> <p>Consultation response 63.8% This is my preferred option 14.4% I have no opinion on the above 21.7% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
Brakemead (22)	Long Stay	Facility Car Park	Peak: 9% Average: 5%	2hr £1.30 4hr £2.80	£2,354	Property Asset Review	Facility Car Park	<p>Consultation: Proposed to be submitted for property asset review.</p> <p>Consultation response 21.9% This is my preferred option 66.1% I have no opinion on the above 12.0% I would recommend a different option</p> <p>Recommendation: Given parking capacity issue in Chippenham and consultation response, now proposed to retain as a facility (staff) car park for Monkton Park.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Emery Gate - surface (79)	Short Stay	Short Stay	Peak: 123% Average: 88%	1hr £1.00 2hr £1.50	£280,928	1hr £1.10 2hr £1.60	1hr £1.10 2hr £1.60	<p>Consultation: Charges increased to help manage demand.</p> <p>Consultation response 29.6% This is my preferred option 24.3% I have no opinion on the above 46.1% I would recommend a different option</p> <p>Recommendation: While the consultation response is against the suggested price rise, peak and average usage is high. Therefore it is recommended that the increase in charges remain.</p>
Emery Gate - sub surface (263)	Short Stay	Short Stay	Peak: 92% Average: 62%	1hr £1.00 2hr £1.50 3hr £3.20		1hr £1.00 2hr £1.50 3hr £3.20	1hr £1.00 2hr £1.50 3hr £3.20	<p>Consultation: No change except to remove the provision for permit holders (to be transferred to long stay car parks). Pay on exit system to be considered for implementation.</p> <p>Consultation response 60.1% This is my preferred option 18.8% I have no opinion on the above 21.2% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
Gladstone Road (38)	Short Stay	Short Stay	Peak: 104% Average: 64%	1hr £1.00 2hr £1.50 3hr £3.20	£29,395	1hr £1.00 2hr £1.50	1hr £1.00 2hr £1.50	<p>Consultation: 3hr tariff option removed to help manage demand by increasing the turnover of spaces. This is considered a more realistic short-term approach to the demand/capacity issue than charging increases.</p> <p>Consultation response 46.4% This is my preferred option 38.3% I have no opinion on the above 15.3% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Monkton Park – weekday (61)	Facility Car Park	Facility Car Park	Peak: 19%	1hr £3.00 2hr £6.20 3hr £9.20	£5,526	N/A	Facility Car Park	Consultation: Designated as a ‘facility’ car park for Priority Wiltshire Council staff, Police Vehicles and Visitors only. Consultation response 31.8% This is my preferred option 41.8% I have no opinion on the above 26.4% I would recommend a different option Recommendation: As proposed in consultation.
Monkton Park – weekend (22)	Short Stay	Short Stay	Average: 10%	1hr £0.60 2hr £1.20 3hr £2.00		1hr £0.60 2hr £1.00 3hr £2.00	1hr £0.50 2hr £1.00 3hr £2.00	Consultation: 2hr charge reduced to increase differential with other better located short stay car parks. Also, offer in car park to be better advertised locally. Consultation response 56.2% This is my preferred option 33.7% I have no opinion on the above 10.2% I would recommend a different option Recommendation: Given very low usage and reflecting workshop comments, it is now proposed to reduce the 1hr charge to £0.50.
Bath Road (233)	Long Stay	Long Stay	Peak: 130% Average: 91%	1hr £0.80 2hr £1.30 3hr £2.60 4hr £3.10 5hr £4.20 8hr £5.40 Day £5.90	£152,944	1hr £1.00 2hr £1.40 3hr £2.60 4hr £3.50 5hr £4.50 Day £7.50	1hr £1.00 2hr £1.40 3hr £2.60 4hr £3.50 5hr £4.50 Day £7.50	Consultation: Charges increased to help manage demand. 8hr tariff option removed. Also, need to consider restricting number of permits allocated (currently 90) to help manage demand. Consultation response 38.8% This is my preferred option 30.3% I have no opinion on the above 30.8% I would recommend a different option Recommendation: As proposed in consultation.

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Sadlers Mead (165)	Long Stay	Long Stay	Peak: 153% Average: 134%	1hr £0.80 2hr £1.30 3hr £2.60 4hr £3.10 5hr £4.20 8hr £5.40 Day £7.40	£87,468	1hr £0.80 2hr £1.30 3hr £2.70 4hr £3.60 5hr £4.70 Day £7.50	1hr £0.80 2hr £1.30 3hr £2.70 4hr £3.60 5hr £4.70 Day £7.50	Consultation: Increased 3hr to Day charges to help manage demand . Remove 8hr tariff option and reduce charge period from 8am to 6pm (current charges apply to 8pm). Also, need to consider restricting number of permits allocated (currently 120) to help manage demand. Consultation response 34.9% This is my preferred option 45.5% I have no opinion on the above 19.7% I would recommend a different option Recommendation: As proposed in consultation.
Sadlers Mead Coach	Long Stay	Long Stay	N/A	4hr £1.80	Included in Sadlers Mead	4hr £1.80	4hr £1.80	Consultation: No change. Consultation response 32.6% This is my preferred option 60.4% I have no opinion on the above 7.0% I would recommend a different option Recommendation: As proposed in consultation.
Spanbourn Ave (44)	Long Stay	Long Stay	Peak: 25% Average: 14%	1hr £0.80 2hr £1.30 3hr £2.60 4hr £3.10 5hr £4.20 8hr £5.40 Day £5.90	£8,901	1hr £0.60 2hr £0.90 3hr £1.80 4hr £2.60 5hr £3.60 Day £5.00	1hr £0.50 2hr £0.90 3hr £1.80 4hr £2.60 5hr £3.60 Day £4.50	Consultation: Charges generally reduced to reflect more peripheral location. Remove 8hr tariff option. Consultation response 44.1% This is my preferred option 47.7% I have no opinion on the above 8.2% I would recommend a different option Recommendation: Given very low usage and reflecting workshop comments, it is now proposed to further reduce the 1hr charge to £0.50 and all day charge to £4.50

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Wood Lane (67)	Long Stay	Long Stay	Peak: 163% Average: 124%	1hr £0.80 2hr £1.30 3hr £2.60 4hr £3.10 5hr £4.20 8hr £5.40 Day £5.90	£31,856	1hr £0.80 2hr £1.30 3hr £2.60 4hr £3.10 5hr £4.20 Day £5.00	1hr £0.80 2hr £1.30 3hr £2.60 4hr £3.10 5hr £4.20 Day £5.00	<p>Consultation: Remove 8hr tariff option and reduce All Day charge. Also, need to consider restricting number of permits allocated (currently 60) to help manage demand.</p> <p>Consultation response 53.9% This is my preferred option 39.5% I have no opinion on the above 6.6% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>

Devizes

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Central (162)	Long Stay	Short Stay	Peak: 113% Average: 81%	1hr £0.55 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 8hr £5.20 Day £6.10	£174,225	1hr £0.70 2hr £1.40 3hr £2.10	1hr £0.70 2hr £1.40 3hr £2.10	<p>Consultation: Change to short stay to reflect central location and usage profile. Removal of long stay tariff options will help manage demand. Charges increased to reflect central location and to further help manage demand.</p> <p>Consultation response 43.3% This is my preferred option 18.4% I have no opinion on the above 38.3% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
Sainsburys (122)	Long Stay	Short Stay	Peak: 87% Average: 59%	1hr £0.55 2hr £1.30 3hr £3.30 4hr £5.30	£61,614	1hr £0.60 2hr £1.30 3hr £3.30	1hr £0.60 2hr £1.30 3hr £3.30	<p>Consultation: Change to short stay car park to better reflect usage profile and car park purpose. 1hr charge increased to £0.60 to take to next 10p increment. Remove 4hr tariff option to reflect policy position on short stay maximum time period. Council to hold discussions with 3rd party land owner over the potential changing of charges.</p> <p>Consultation response 61.1% This is my preferred option 14.6% I have no opinion on the above 24.4% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
Northgate (35)	Long Stay	Short Stay	Peak: 84% Average: 48%	1hr £0.55 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 8hr £5.20 Day £6.10	£20,717	1hr £0.60 2hr £1.30 3hr £2.00	1hr £0.60 2hr £1.30 3hr £2.00	<p>Consultation: Change to short stay car park to reflect central location and usage profile. 1hr charge increased to £0.60 to take to next 10p increment.</p> <p>Consultation response 51.0% This is my preferred option 25.0% I have no opinion on the above 24.0% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Sheep Street (39)	Long Stay	Long Stay (MiPermit only)	Peak: 116% Average: 76%	1hr £0.55 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 8hr £5.20 Day £6.10	£23,768	1hr £0.60 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 Day £6.00	1hr £0.60 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 Day £6.00	<p>Consultation: 1hr charge increased to £0.60 to take to next 10p increment. Remove 8hr tariff option and make Day charge £6.00. Also, make MiPermit only to help achieve operational efficiencies through the removal of the pay machine(s).</p> <p>Consultation response 35.7% This is my preferred option 38.3% I have no opinion on the above 26.0% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
Vales Lane (24)	Long Stay	Short Stay	Peak: 114% Average: 73%	1hr £0.55 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 8hr £5.20 Day £6.10	£18,582	1hr £0.60 2hr £1.30 3hr £2.00	1hr £0.60 2hr £1.30 3hr £2.00	<p>Consultation: Change to short stay to reflect central location and usage profile. 1hr charge increased to £0.60 to take up to next 10p increment. Removal of long stay tariff options will help manage demand.</p> <p>Consultation response 35.4% This is my preferred option 47.5% I have no opinion on the above 17.2% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
West Central (57)	Long Stay	Short Stay	Peak: 118% Average: 91%	1hr £0.55 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 8hr £5.20 Day £6.10	£63,446	1hr £0.70 2hr £1.40 3hr £2.10 4hr £2.50 5hr £3.20 Day £6.00	1hr £0.70 2hr £1.40 3hr £2.10	<p>Consultation: Increase 1hr, 2hr and 3hr charges to help manage demand. Remove 8hr tariff option and make Day charge £6.00. Also, consider reduction to one pay machine to help achieve operational efficiencies .</p> <p>Consultation response 33.3% This is my preferred option 40.0% I have no opinion on the above 26.7% I would recommend a different option</p> <p>Recommendation: Change to short stay only car park to reflect workshop comments.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Couch Lane (13)	Long Stay	See 'Other' in Comments	Peak: 36% Average: 15%	1hr £0.55 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 8hr £5.20 Day £6.10	£2,939	Property Asset Review	Property Asset Review	Consultation: To be submitted for property asset review. Consultation response 32.1% This is my preferred option 47.3% I have no opinion on the above 20.6% I would recommend a different option Recommendation: As proposed in consultation.
Station Road (230)	Long Stay	Short Stay / Long Stay	Peak: 42% Average: 34%	1hr £0.45 2hr £1.10 3hr £2.00 4hr £2.40 5hr £3.20 8hr £5.20 All Day £5.60	£52,318	1hr £0.40 2hr £1.00 3hr £1.50 4hr £2.00 5hr £2.50 Day £4.50	Short Stay: 1hr £0.30 2hr £0.80 3hr £1.50 Long Stay: 4hr £2.00 5hr £2.50 Day £4.00	Consultation: Reduce charges to reflect more peripheral location. Remove 8hr tariff option. Includes an allocation of 51 permits. Consultation response 68.8% This is my preferred option 14.2% I have no opinion on the above 17.0% I would recommend a different option Recommendation: Reflecting workshop comments, to split car park into short stay and long stay sections, and to further reduce some charges given low usage and size and location of facility.
The Wharf (106)	Long Stay	Long Stay	Peak: 152% Average: 100%	1hr £0.55 2hr £1.30 3hr £2.00 4hr £2.50 5hr £3.20 8hr £5.20 Day £6.10	£47,565	1hr £0.70 2hr £1.40 3hr £2.10 4hr £2.50 5hr £3.20 Day £6.00	1hr £0.70 2hr £1.40 3hr £2.10 4hr £2.50 5hr £3.20 Day £6.00	Consultation: Increase 1hr, 2hr and 3hr charge to help manage demand. Remove 8hr tariff option and make Day charge £6.00. Includes an allocation of 19 permits. Consultation response 48.8% This is my preferred option 24.8% I have no opinion on the above 26.3% I would recommend a different option Recommendation: As proposed in consultation.

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation charges	Recommended charges	Comments
Market Place (77)	Short Stay	Short Stay	N/A	Free	N/A	Free	Free	<p>Consultation: Asked if charges should be introduced given location and nature of car park.</p> <p>Consultation response 17.7% This is my preferred option 7.7% I have no opinion on the above 74.6% I would recommend a different option</p> <p>Recommendation: Overwhelming consultation response was to retain as a free car park.</p>
Castle Grounds (14)	Permits Only	Property Asset Review	-	-	-	Property Asset Review	Property Asset Review	<p>Consultation: To be submitted for property asset review.</p> <p>Consultation response 42.4% This is my preferred option 40.9% I have no opinion on the above 16.7% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>

Salisbury

Note: The Council is currently developing a new contract for the Park and Ride service in Salisbury. The feedback from the parking review consultation (e.g. requesting extended operational hours) will be considered in the development of this new contract.

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation Charges	Recommended Charges	Comments
Central Short Stay (255)	Short Stay	Short Stay	Peak: 80% Average: 55%	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	£1,022,604	1hr £1.30 2hr £2.40 3hr £4.00 Sun £1.70	1hr £1.30 2hr £2.40 3hr £4.00 Sun £1.70	<p>Consultation: Reduce charges to introduce differential with The Maltings car park which is slightly better located and under cover.</p> <p>Consultation response 42.4% This is my preferred option 21.7% I have no opinion on the above 35.9% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
Central Long Stay (753)	Long Stay	Long Stay	Peak: 107% Average: 74%	1hr £1.40 2hr £2.50 3hr £4.00 4hr £4.60 5hr £5.50 Day £7.40 Sun £1.70		1hr £1.30 2hr £2.40 3hr £4.00 4hr £5.00 5hr £6.00 Day £9.00 Sun £1.70	1hr £1.30 2hr £2.40 3hr £3.80 4hr £5.00 5hr £6.00 Day £8.00 Sun £1.70	<p>Consultation: Increase 4hr to Day charges to help manage demand and reflect wider strategy approach (e.g. encourage use of P&R). Reduce 1hr to 2hr charges to introduce differential with The Maltings car park which is slightly better located and under cover.</p> <p>Consultation response 29.3% This is my preferred option 18.3% I have no opinion on the above 52.5% I would recommend a different option</p> <p>Recommendation: 3hr charge to be reduced to £3.80 to reflect current 20p differential with Central Short Stay. Day charge to only be increased to £8 to reflect overall consultation response.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation Charges	Recommended Charges	Comments
Millstream (42)	Long Stay	Long Stay	Incl. in Central Long Stay above	1hr £1.40 2hr £2.50 3hr £4.00 4hr £4.60 5hr £5.50 Day £7.40 Sun £1.70		1hr £1.30 2hr £2.40 3hr £4.00 4hr £5.00 5hr £6.00 Day £9.00 Sun £1.70	1hr £1.30 2hr £2.40 3hr £3.80 4hr £5.00 5hr £6.00 Day £8.00 Sun £1.70	<p>Consultation: Increase 4hr to Day charges to help manage demand and reflect wider strategy approach (e.g. encourage use of P&R). Reduce 1hr to 2hr charges to introduce differential with The Maltings car park which is slightly better located and under cover.</p> <p>Consultation response 25.7% This is my preferred option 29.2% I have no opinion on the above 45.1% I would recommend a different option</p> <p>Recommendation: 3hr charge to be reduced to £3.80 to reflect current 20p differential with Central Short Stay. Day charge to only be increased to £8 to reflect overall consultation response.</p>
The Maltings (600)	Short Stay	Short Stay	Peak: 84% Average: 62%	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	£729,408	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	<p>Consultation: No changes given local circumstances and usage.</p> <p>Consultation response 44.0% This is my preferred option 30.0% I have no opinion on the above 26.0% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
Salt Lane (157)	Short Stay	Short Stay	Peak: 110% Average: 75%	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	£242,407	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	<p>Consultation: No changes except recommendation that all permits (currently 10) are reallocated to Culver Street car park.</p> <p>Consultation response 45.6% This is my preferred option 29.4% I have no opinion on the above 24.9% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation Charges	Recommended Charges	Comments
Brown Street (164)	Short Stay	Short Stay	Peak: 115% Average: 96%	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	£359,165	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	<p>Consultation: No changes except recommendation that all permits (currently 22) are reallocated to Culver Street car park. Proposal to move coach parking into car park will reduce number of car park spaces.</p> <p>Consultation response 46.9% This is my preferred option 28.4% I have no opinion on the above 24.6% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
College Street (71)	Long Stay	Long Stay	Peak: 96% Average: 78%	1hr £1.40 2hr £2.50 3hr £4.00 4hr £4.60 5hr £5.50 Day £7.40 Sun £1.70	£59,358	1hr £1.40 2hr £2.50 3hr £4.00 4hr £4.60 5hr £5.50 Day £9.00 Sun £1.70	1hr £1.40 2hr £2.50 3hr £4.00 4hr £4.60 5hr £5.50 Day £8.00 Sun £1.70	<p>Consultation: Increase the Day charge to help manage demand and reflect wider strategy approach (e.g. encourage use of P&R). Recommendation that a number of permits (currently 42) are reallocated to Culver Street car park.</p> <p>Consultation response 26.2% This is my preferred option 31.9% I have no opinion on the above 41.9% I would recommend a different option</p> <p>Recommendation: Day charge to only be increased to £8 to reflect overall consultation response.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation Charges	Recommended Charges	Comments
Culver Street (528)	Long Stay	Short Stay (Floors 1 – 3) Long Stay (Floors 4 - 5)	Peak: 38% Average: 27%	1hr £1.40 2hr £2.50 3hr £4.00 4hr £4.60 5hr £5.50 Day £7.40 Sun £1.70	£147,623	Short stay: 1hr £1.00 2hr £2.00 3hr £3.00 Long stay: 4hr £4.00 5hr £5.00 Day £9.00 Sun £1.70	Short stay: 1hr £1.00 2hr £2.00 3hr £3.00 Long stay: 4hr £4.00 5hr £5.00 Day £8.00 Sun £1.70	<p>Consultation: Proposal to divide car park into short stay (floors 1 to 3) and long stay (4 and 5) parking areas. Reduce 1hr to 5hr charges to reflect usage and more peripheral location. Increase the Day charge to reflect wider strategy approach (e.g. encourage use of P&R). Review signing on approaches to car park. Pay on exit system to be considered for implementation.</p> <p>Consultation response 40.3% This is my preferred option 24.5% I have no opinion on the above 35.2% I would recommend a different option</p> <p>Recommendation: Day charge to only be increased to £8 to reflect overall consultation response.</p>
Lush House (80)	Short Stay	Short Stay	Peak: 111% Average: 78%	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	N/A	1hr £1.50 2hr £2.70 3hr £4.20 Sun £1.70	1hr £1.40 2hr £2.50 3hr £4.20 Sun £1.70	<p>Consultation: Increase 1hr and 2hr charges to help manage demand. Car park owned by Salisbury City Council and managed by Wiltshire Council. Discussion to be undertaken around proposed charges.</p> <p>Consultation response 20.2% This is my preferred option 53.7% I have no opinion on the above 26.1% I would recommend a different option</p> <p>Recommendation: Charges to remain as current subject to discussion with Salisbury City Council. It is suggested, however, that the 3hr tariff option is removed to help manage the high demand by increasing the turnover of spaces. This is considered a more realistic approach to the demand/capacity issue than charging increases.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation Charges	Recommended Charges	Comments
Southampt on Road (94)	Long Stay	Long Stay	Peak: 2% Average: 1%	1hr £1.40 2hr £2.50 3hr £4.00 4hr £4.60 5hr £5.50 Day £7.40 Sun £1.70	N/A	1hr £1.00 2hr £2.00 3hr £3.00 4hr £4.00 5hr £5.00 Day £9.00 Sun £1.70	1hr £1.00 2hr £2.00 3hr £3.00 4hr £4.00 5hr £5.00 Day £8.00 Sun £1.70	<p>Consultation: Reduce 1hr to 5hr charges to reflect usage and peripheral location. Increase the Day charge to reflect wider strategy approach (e.g. encourage use of P&R). Car park owned by Salisbury City Council and managed by Wiltshire Council. Not currently being used as a car park. Discussion to be undertaken around proposed charges.</p> <p>Consultation response 31.3% This is my preferred option 35.3% I have no opinion on the above 33.2% I would recommend a different option</p> <p>Recommendation: Day charge to only be increased to £8 to reflect overall consultation response. Charges subject to discussion with Salisbury City Council.</p>
Millstream Coach (23)	Long Stay	Long Stay	N/A	1hr £1.50 2hr £2.50 4hr £4.40 Day £8.80 Sun £2.20	N/A	1hr £1.50 2hr £2.50 4hr £4.40 Day £8.80 Sun £2.20	1hr £1.50 2hr £2.50 4hr £4.40 Day £8.80 Sun £2.20	<p>Consultation: No changes.</p> <p>Consultation response 37.2% This is my preferred option 51.8% I have no opinion on the above 11.0% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>
New Canal Coach Park (8)	Long Stay	Long Stay	N/A	1hr £1.50 2hr £2.50 4hr £4.40 Day £8.80 Sun £2.20	N/A	1hr £1.50 2hr £2.50 4hr £4.40 Day £8.80 Sun £2.20	1hr £1.50 2hr £2.50 4hr £4.40 Day £8.80 Sun £2.20	<p>Consultation: No change.</p> <p>Consultation response 35.4% This is my preferred option 54.6% I have no opinion on the above 10.0% I would recommend a different option</p> <p>Recommendation: As proposed in consultation.</p>

Car Park (Spaces)	Current Status	Proposed Status	Usage	Current Charges	Current Income	Consultation Charges	Recommended Charges	Comments
On-street			Average: 42%	¼hr £0.20 ½hr £0.60 ¾hr £1.10 1hr £1.60 Sun £1.20		½hr £0.80 1hr £1.50 Sun £1.20	½hr £0.50 1hr £1.50 Sun £1.20	<p>Consultation: Remove 15 minute and 45 minute time period options as 15 minute intervals are difficult to enforce. Increase charges to: £0.80 (½hr) and £1.50 (1hr).</p> <p>Consultation response 37.3% This is my preferred option 26.1% I have no opinion on the above 36.6% I would recommend a different option</p> <p>Recommendation: ½ hr charge amended to £0.50 to reflect divided consultation response and workshop comments.</p>

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Environment Select Committee

February 2015

- The interest in neighbourhood planning remains high in Wiltshire, with around 50 neighbourhood planning groups (qualifying bodies) attached to a 'link officer' in the spatial planning team to support them through the process.
- Planning officers are emphasising the importance of the 'scoping' stage in establishing whether a neighbourhood plan is the most appropriate tool – qualifying bodies should consider to what extent the adopted Wiltshire Core Strategy and emerging Wiltshire Housing Site Allocations DPD meets their local planning priorities.
- Designation of the Neighbourhood Area is the first formal step in the neighbourhood planning process and 29 Areas have been designated in Wiltshire, with more to follow.
- 4 qualifying bodies have submitted their draft neighbourhood development plan to the council:

Devizes Area Neighbourhood Plan – the council is in the process of appointing an independent examiner to assess the plan proposals.

Pewsey Neighbourhood Plan – the council is in the process of appointing an independent examiner to assess the plan proposals.

Freshford and Limpley Stoke Neighbourhood Plan – an examiner has been appointed to assess this joint cross-boundary plan between Limpley Stoke (in Wiltshire) and Freshford (in Bath and North East Somerset). The final examiner's report is expected shortly. Following this, the Plan will be taken to a community referendum.

Malmesbury Neighbourhood Plan – following receipt of the examiner's report in September 2014, a referendum was held on 27 November 2014 and 90% of residents who voted were in favour of the Malmesbury Neighbourhood Plan (turnout 32%). Residents were asked to vote on the following question "Do you want Wiltshire Council to use the neighbourhood plan for Malmesbury to help it decide planning applications in the neighbourhood area?".

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1. The adoption of a Core Strategy, as well as other planning policy documents, is fundamental to realising the overarching aims of the Business Plan 2013-2017 of delivering stronger and more resilient communities. In particular, it will help deliver the following key outcomes:
 - People work together, solve problems locally and participate in decisions that affect them by developing a neighbourhood plan with a shared vision for delivering the sustainable development they need.
 - Everyone lives in a high quality environment through a new suite of policies to guide the quality of new buildings and conserve the most sensitive areas.
 - There is a thriving and growing local economy through introducing an economy led policy document which facilitates inward investment and provides a sustainable framework for economic growth.
 - Communities are inclusive where everyone can achieve their potential.
 - People have healthy, active and high quality lives, through setting a policy framework for the promotion of recreation, healthcare, enhancement of open space, introduction of a Green Infrastructure Strategy and protection of such facilities from loss.
 - People feel safe and are protected from avoidable harm as a result of good design.
2. The Core Strategy is also central to delivering land use elements of the Wiltshire Council Business Plan 2013-2017, including those relating to the Local Enterprise Partnership, affordable housing and tackling climate change. It is also the basis for service and infrastructure investment by a wide range of business interests, government departments and public agencies beyond the Council itself.

Background

3. On 26 June 2012, Full Council resolved that the Wiltshire Core Strategy Pre-Submission Document together with proposed changes, be submitted to the Secretary of State for Examination. The document was submitted on 10 July 2012, following which the appointed Inspector requested that focused consultation be undertaken on the proposed changes (including those affecting Core Policy 42 in relation to wind turbine separation distances), changes made to the Sustainability Appraisal, publication of the National Planning Policy Framework and Planning Policy for Traveller Sites. The consultation response was submitted to the Inspector for his consideration. Formal hearing sessions (examination in public) took place between 8 May and 19 July 2013.
4. Following these sessions, as requested by the Inspector, the Council published proposed changes to the Core Strategy that had arisen during the

course of the examination. Public consultation took place from 27 August to 9 October 2013.

5. As part of the examination, the Inspector sent a procedural letter to the Council on 2 December 2013 requesting the Council's response on a number of matters that he had identified with the Core Strategy relating to: Wiltshire's housing requirement, level of affordable housing, Gypsy and Traveller accommodation, strategic allocations at Chippenham, settlement boundaries and town centre boundaries. The Council considered all matters raised by the Inspector and in response produced an additional schedule of proposed modifications to the Wiltshire Core Strategy, together with a revised Local Development Scheme (LDS).
6. These proposed modifications were subsequently published for public consultation over the period 14 April 2014 to 27 May 2014 together with the Inspector's own modifications on the following:
 - (i) Core Policy 42 'Standalone Renewable Energy Installations' and its supporting text;
 - (ii) Core Policy 48 'Supporting Rural Life'; and
 - (iii) Replacement of 'Saved' Policy T1a 'Westbury Bypass Package' by Core Policy 66 'Strategic Transport Network'.

At the same time, public consultation was undertaken on those proposed modifications made by the Council to address issues raised during the previous public consultation (August - October 2013), as well as the implications of the Government's Planning Policy Guidance for the Wiltshire Core Strategy.

7. The response to each public consultation was sent to the Inspector for his consideration.
8. Prior to the report being issued, the Inspector held a supplementary hearing session on 30 September 2014. The agenda was limited to matters relating to housing land supply.
9. The Inspector issued his Report to the Council on 1 December 2014. This is attached at **Appendix 1**.

Main Considerations

10. The Wiltshire Core Strategy Development Plan Document (DPD), forms part of the development plan for Wiltshire. The process for the preparation of DPDs is prescribed by statute and regulation, including the examination stage by an independent Inspector appointed by the Secretary of State. The Inspector's Report, as set out at paragraph 1:

"...contains the Inspector's assessment of the Wiltshire Core Strategy in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004

(as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (the Framework, paragraph 182) makes clear that to be sound a Local Plan should be positively prepared; justified; effective and consistent with national policy."

11. This means that under Section 38 of the planning regulations the council should take planning decisions in accordance with the provisions of the Core Strategy unless there are material; considerations which merit setting policy aside in any given case.
12. In summary the key modifications to the plan made post the EIP, as highlighted by the Inspector in his 'Non-Technical Summary', are:
 - An increase in the minimum number of houses to be provided over the plan period (to 2026), from 37,000 to at least 42,000 and revisions to their distribution;
 - A commitment to partially review the Core Strategy to enable an adequate development plan basis for decision making over the plan period to 2026;
 - A commitment to produce additional Development Plan Documents to ensure the effective delivery of necessary development. Such documents will include a Housing Sites Allocation DPD, a Gypsy and Traveller DPD based upon updated needs evidence and a Chippenham Site Allocation DPD;
 - The creation of two different affordable housing targets across the county to reflect development viability;
 - Clarification of the approach to be taken towards renewable energy to be consistent with national policy;
 - Clarity of the approach to be taken towards natural and heritage assets to be effective and consistent with national policy.
13. The Inspector's own modifications do not alter the overall substance of the plan and its policies or contradict the conclusions of the Sustainability Appraisal and Habitats Regulations Assessment, both of which have been updated during the examination and take into account the Council's proposed modifications to the Core Strategy.

Next stages – the Local Development Scheme and further Development Plan Documents

14. An important part of the Inspector's considerations is the Council's commitment to the preparation of the DPDs as well as the Partial Review of the Core Strategy (to replace all saved policies and update town centre policies) that are all included in the Council's Local Development Scheme January 2014 (LDS). In addition, the Inspector, in his report, has drawn particular reference to a further commitment to partially review the Core Strategy in due course following a review of the SHMA.

15. As part of the examination, the Inspector sent a procedural letter to the Council on 2 December 2013 requesting the Council's response on a number of matters that he had identified with the Core Strategy relating to: Wiltshire's housing requirement, level of affordable housing, Gypsy and Traveller accommodation, strategic allocations at Chippenham, settlement boundaries and town centre boundaries. The Council considered all matters raised by the Inspector and in response produced an additional schedule of proposed modifications to the Wiltshire Core Strategy, together with a revised Local Development Scheme (LDS).
16. The LDS has been updated and approved by Cabinet in January 2015 on adoption of the Wiltshire Core Strategy.
17. The LDS sets out a timetable for production of the following policy documents (DPD's) which will also form part of the statutory development plan for the county.
 - Gypsy and Traveller Plan (site allocations and review of level of provision)
 - Chippenham Site Allocations Plan (mixed use strategic sites)
 - Wiltshire Housing Site Allocations Plan (settlement boundary review and new housing allocations)
 - Core Strategy Partial Review (to replace all saved policies and new policies on town centres)
18. These Draft Plans to be in place during 2015/16 subject to local consultation

Wiltshire Council

Environment Select Committee

17 February 2014

Executive Response to the Final Report of the 20 mph Policy Task Group

Purpose

1. To present the response of the Cabinet Member for Highways, Streetscene and Broadband to the Final Report of the 20 mph Policy Task Group. (The report was endorsed by the Environment Select Committee on 9 December 2014.)

Foreword

2. The draft policy and consultation report on 20 mph Speed Limits and Zones in Wiltshire was considered by the Environment Select Committee on 10 December 2013. The Committee resolved to set up the Task Group to review and help develop the policy as it was enacted.
3. The remit of the Task Group was not to debate the efficacy of 20 mph restrictions but to review the current Policy as it was enacted. To this end the Task Group set the following terms of reference:
 - I. To explore the adequacy of the current policy with reference to a range of research and witness accounts;
 - II. To review the policy as it was enacted in terms of whether it will enable the delivery of reduced numbers of casualties and increased general road safety; and
 - III. To report back to the Environment Select Committee with recommendations for endorsement.
4. The Task Group had the following membership:
 - Cllr Peter Edge (Chair)
 - Cllr Mollie Groom
 - Cllr Jose Green
 - Cllr Bill Douglas
 - Cllr Rosemary Brown
 - Cllr Magnus MacDonald
5. On 9 December the Environment Select Committee endorsed the Task Group's final report, including the following recommendations:
 - I. Local road safety initiatives, are pursued by communities with the support of C.A.T.Gs (Community Area Transport Group) and Area Boards;

- II. Communities are encouraged to pursue alternative funding, including undertaking their own fundraising to implement schemes that are unable to be catered for by C.A.T.G.s and Area Boards and increasing their precept;
 - III. The report on 20 mph limits outside of schools comes to the Environment Select Committee and be progressed;
 - IV. To allow C.A.T.G.s and Area Boards to facilitate any number of schemes that they believe suits the needs of their communities and makes best use of the existing funds allocated;
 - V. That the Task Group reconvenes in 2017 to review the Policy in light of the research commissioned by the Department for Transport and the impact of amendments to Traffic Regulation Orders which may decrease the cost of implementation.
6. The Committee resolved to refer the Task Group's recommendations to the relevant Cabinet member for response at the Committee's next meeting on 17 February.

Response to the Task Group's recommendations

8. Recommendation I: In effect this already takes place. Where safety concerns are raised but the Highways Safety Scheme intervention criteria are not met then the matter is referred to the C.A.T.G. to consider alongside other local priorities. It is agreed that the C.A.T.G. should have the discretion to support educational campaigns / publicity but this cannot be financially supported using the capital funding available to the C.A.T.G.'s
9. Recommendation II: This is agreed.
10. Recommendation III: This is agreed.
11. Recommendation IV: If this recommendation refers to 20mph restrictions in isolation, then it is not agreed. The cost of the initial assessment of sites is resourced by the Council and there is insufficient resource (staff & financial) available to undertake any more than 2 locations per community area per year.
12. Recommendation V: This is agreed; in addition the policy will be reviewed in light of lessons learned during the first 2 years of use as set out within the policy.

Next Steps:

13. The Task Group will monitor the implementation of the recommendations and will update the Environment Select Committee as required.

Report author: Emma Dove – Senior Scrutiny Officer
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**Executive Response to the Interim Report of the
Adoptable Estates Task Group**

Purpose

1. To present the response of the Cabinet Member for Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste to the Interim Report of the Adoptable Estates Task Group. (The report was endorsed by the Environment Select Committee on 9 December 2014.)

Foreword

2. The Task Group was established prior to the elections in May 2013 based on concerns over the conditions attached to planning approvals being open to abuse or being ignored to the detriment of council activity, owner- occupiers and tenants. This is manifested in the forms of: defaulting on or being slow to pay S106 money and failing to complete the installations of lighting, sewage and other infrastructure to a satisfactory standard for adoption resulting in long delays whilst problems are resolved.
3. It was agreed that the Task Group would continue as a legacy item at the June 2013 meeting of the Environment Select Committee. Also, it was recognised that the Task Group's work was not totally independent of the CIL Task Group; Cllr Wayman sits on both Task Groups.
4. The Task Group agreed their terms of reference to be:
 - To examine the regulations attaching to the drafting and the imposition of conditions;
 - To examine the contractual arrangements made with Wiltshire Council;
 - To review the enforcement processes and recommending any desirable changes;
 - To review the timing of and protocols for adoption, including discussions with utilities on the objectives they have for the adoption process;
 - To review other councils' scale of success in development adoptions and examining their protocols to identify any improvements possible to the Wiltshire Council process (Cornwall and Shropshire as large unitary authorities were suggested, specific questions to be developed).

5. The Task Group had the following membership:

Cllr Tony Deane (Chairman)
Cllr Bridget Wayman
Cllr Mollie Groom
Cllr Peter Edge
Cllr Jose Green
Cllr Peter Evans
Cllr Julian Johnson
6. On 9 December the Environment Select Committee endorsed the Task Group's final report, including the following recommendations:
 - I. That due to the conflicting evidence presented to the Task Group that the Task Group is stood down in lieu of further investigation and review of the process by the service;
 - II. That the review is completed by a suitable individual or small team who is able to take a fresh and somewhat impartial view. This may include consideration of best practice utilised elsewhere, the use of bonds, the use of New Homes Bonus monies as a means of funding the streamlining and rationalising of the planning process; a revised template for s106 agreements and the need for additional officer training;
 - III. That the Task Group reconvene once the review has been undertaken to support its progression and implementation.
7. The Committee resolved to refer the Task Group's recommendations to the relevant Cabinet member for response at the Committee's next meeting on 17 February.

Response to the Task Group's recommendations

8. The following response was received from the Cabinet Member for Strategic Planning, Development Management, Strategic Housing, Property and Waste:

I have noted the Task Group recommendations and accept an internal review should be arranged and will arrange for the findings to be reported back to the Task Group to enable them to support its progression and implementation.

Next Steps

9. The Task Group will monitor and report back to the Committee on progress made on the internal review as required.

Report author: Emma Dove – Senior Scrutiny Officer
01225 718071, emma.dove@wiltshire.gov.uk

Wiltshire Council

Environment Select Committee

Waste Task Group (Communications)

17th February 2015

Progress Report

1. Purpose of Report

The purpose of this report is to update the Committee on the work of the Waste Task Group in relation to communications to date, since being reconvened in December 2014.

2. Membership

The Task Group comprises the following members:

Cllr Jose Green (Chair)
Cllr Rosemary Brown
Cllr Peter Evans
Cllr Mollie Groom
Cllr Pat Aves
Cllr Jacqui Lay

The Task Group has been supported by the following officers:-

Tracy Carter - Associate Director Waste and Environment
Allan Clarke – Communications Officer
David Crisfield – Senior Corporate Support Officer
Emma Dove – Senior Scrutiny Officer

3. Terms of Reference

Upon being reconvened the Task Group has drawn up the following terms of reference to govern its activity:

- To investigate how improved communications with householders on the council's waste services may facilitate an improved rate of recycling (including garden waste);

- To investigate how to increase the awareness of the range of services and resources available to assist in achieving improved recycling rates; with clear information on how to access the available resources and services.

4. Meetings

The Task Group has met on three occasions

6th January 2015

14th January 2015

28th January 2015

5. Key Issues

Discussions within the Task Group has been wide ranging, however, the following issues have been identified by the Task Group as those around which recommendations should be developed and brought to the Environment Select Committee:

a) Legislative drivers

The Task Group recognise that there are legislative changes that will not only require the council to improve performance but also provide opportunities for the council to engage in communication campaigns, e.g.:

- By 2020 the council will have to reduce the amount of biodegradable waste that goes into landfill to a level where it is no more than 35% of those in 1995.
- Use the opportunity presented by the future implementation of charging for plastic carrier bags to promote recycling.

b) 'Carrot and Stick' approach

The Task Group recognise that the approach to communication needs to be varied to reflect the different mind-sets that residents have to recycling. Broadly speaking there are residents who are already pro recycling, those who may need some additional encouragement and those whose behaviours it will be difficult if not impossible to change. A 'carrot and stick' approach is therefore required i.e.

- Positive messages that acknowledge, affirm and reinforce good practice (e.g. celebrate the fact that data on tonnage of municipal solid waste collected shows that recycling rates have been increasing in Wiltshire)
- Harder messages that set out the costs and possible implications for poor practice (e.g. charging and fining).

c) Cost benefits

With the increasing financial pressures on the council, it will be important deliver clear messages to householders about the financial benefits to the council tax payer of disposing of waste correctly i.e. recycling v non-recycling and recycling correctly (the costs associated with cross contaminating recyclables with non-recyclable).

d) Improve information about kerbside collection

The Task Group have identified that it is in the area of kerbside collections that much useful work can be done e.g.:

- Greater clarity about which plastics are recyclable in the blue lidded bins to avoid contamination
- Early information that plastics other than bottles will be kerbside recycled in 2017 as part of new waste contract
- A second blue lidded bin and black box can be provided at no additional charge.

e) Garden Waste

The Task Group are aware that a proposal to introduce a standard charge of £40 per annum for the collection of garden waste with a lesser charge for garden waste bags for people with small gardens who have no room for a wheeled bin.

These changes present a Communications opportunity, not only to publicise the changes to the pricing, but also

- to make clear what alternative options there are for disposing of garden waste if not signing up for a chargeable kerbside collection
- to promote the benefits of garden waste composting generally

f) Website

Following a presentation of the council's waste and recycling website pages, the Task Group have identified that this an area where a significant number of improvements can be made to both the overall appearance and presentation of information. Whilst it may be possible to introduce small changes to the website now, a major redesign of the Waste and Recycling pages may be more advantageous as part of the new council website redesign.

5. Possible Solutions

The Task Group has already begun to identify a range of possible solutions. These are due to be discussed in more detail at its next meeting in order that a final set of recommendations can be brought to the Environment Select Committee at its meeting on the 14th April 2015.

6. Next Steps

- Task Group to meet and agree a final set of recommendations to bring to the 14 April meeting of the Environment Select Committee
- Prepare final report for 14 April Environment Select Committee

Cllr Jose Green – Chair of the Waste Task Group

Report author: David Crisfield – Senior Corporate Support Officer
01225 718442, david.crisfield@wiltshire.gov.uk

Overview & Scrutiny Current Forward Work Plan

Environment Select Committee												
	October 2014	November 2014	December 2014	January 2015	February 2015	March 2015	April 2015	May 2015	June 2015	July 2015		
Review/Task Group					Council 24th	Cabinet 17th	Cabinet 21st	Council 12 th Cabinet 19th	Cabinet 16th	Cabinet 21 st Council 28th	Officer	Status (inc date)
Community Infrastructure Levy (CIL) Task Group			Report to Committee								KE	Task Group reconvened to consider access and recording of CIL monies gained and distribution of monies to towns and parishes without neighbourhood plans. Final Report for this work to ESC December 2014
Waste Task Group											ED	Task Group being reconvened to discuss communications to householders. Final report to Committee April 2015.
Adoptable Estates Task Group			Report to Committee								ED	Task Group reviewing systems and communications around planning processes. Report to Committee December 2014. Cabinet member response to committee Feb 2015.
Investing in Highways							Report to Committee				ED	Report to Committee April 2015
Car Parking Review	Review in Progress										ED	Task Group to meet again on 2 February to consider the public consultation responses and what will be presented to Cabinet in March, this will be reported to ESC 17 February. Final Report to Committee April 2015.
20 mph Policy			Report to Committee		Cabinet response 17 Feb						ED	Final report to Committee December 2014, cabinet member response to Committee 17 February.
Highways and Streetscene Contract BBLP											KB	Last met on 25 November 2014 to discuss Atkins' 2 year plan, next meeting is being scheduled for February 2015 to discuss BBLPs plans for community based services.
Neighbourhood Planning												Topic to be considered in 2015
Gypsy and Traveller Plan												Topic to be considered in 2015, as the plan becomes available
Business post adoption of the Core Strategy												Topic to be considered in 2015
Flood Plan Annual Report	Report to Committee										ED	Draft Flood Plan and Management Strategy to Committee October 2014 Flood Risk Management Strategy

