

Environment Select Committee

Minority report

From: Councillor's: Rosemary Brown, Trevor Carbin, Peter Colmer

Background

This policy is developed in conjunction with Wiltshire Council Local Transport Plan – Parking Strategy that is currently in consultation and cabinet review, which is scheduled for decision at the December cabinet meeting.

Strategy.

1) These recommendations are consistent with the recommendations of government policy PPG 13 and consistent with policy PS1, which states:

‘The overall parking stock will be efficiently and effectively managed through the implementation of appropriate supply, maintenance, charging and enforcement measures to help achieve relevant local objectives’

The key to the adoption of Policy PS1 is the final element of the paragraph, ‘to help achieve local objectives’. This means a one size fits all ‘strategy, does not accord with the current proposals. The strategy must allow individual towns and parishes to negotiate with Wiltshire Council to configure their individual charging mechanisms that meets the financial targets that are set to achieve, the required budgeted level of income. This would mean that individual parishes must be allowed to decide on elements that are considered controversial: e.g. Sunday parking charges.

The proposed configuration of Spatial Areas is accepted and in terms of the concept, together with the proposed land use zones.

2) Policy PS2 – Managing the Council’s Parking Stock, is broadly accepted, the key element again being ‘reflecting local circumstances’, which again means that decisions, need to be made locally, not centrally.

3) Policy PS3 – Parking Charges, the factors outlined are acceptable, but predominately, the consultation primarily must be with the local towns and parishes, but not necessarily in ‘concert’ with neighbouring parishes or indeed uniformity within Area Board areas. It is viewed that it is the responsibility of the Area Board to validate the process and support towns and parishes to implement changes. This process would match the localism agenda and if any revenue excesses are achieved, the excess should be used by the individual town/parish in promoting ‘climate change initiatives’ within the town/parish.

The provision of Resident Parking permits should be controlled directly by towns/parishes.

Annual reviews of parking charges are to undertaken annually and any changes to be viewed in context of the overall budgeted income stream requirements and amended in conjunction with local towns/parishes.

The introduction and management of season tickets may prove difficult in view of the localism agenda proposal, but may be appropriate to be adopted for band 1 and 2 areas (Salisbury, Trowbridge & Chippenham)

4) Policy PS 4 Private Non- Residential Parking Standards. Parking standards in new non residential developments need to be carefully considered, again ‘a one size fits all’ strategy is inappropriate, local conditions need to be considered. Developments must provide sufficient parking to minimise street parking that impacts on highway safety.

5) Policy PS5 – Managing Publicly Available Private Non-Residential Parking is accepted.

6) Policy PS6 – Reductions in Private Non-Residential Stock is accepted, subject to local conditions.

7) Policy PS7 – Residential Parking Standards. Parking standards in new residential developments need to be carefully considered, again ‘a one size fits all’ strategy is inappropriate, local conditions need to be considered. Developments must provide sufficient parking to minimise street parking that impacts on highway safety

8) Policy PS8 Parking Enforcement. Parking enforcement is actively encouraged and it is vital that enforcement strategies taking cognisance of local issues.

9) Policy PS9 Residents Parking Zones. Residents parking zones would be encouraged, developments to be considered in conjunction with towns/parishes.

10) Policy PS10 - Visitor Attraction Parking. Policy accepted.

11) Policy PS11 – Park & Ride. Policy accepted, primarily a Salisbury facility.

12) Policy PS12 – Parking at Railway Stations. The policy recommendation should be to encourage parking at railway stations to minimise road travel.

13) Policy PS13 – Improve Access and Use. Policy accepted.

14) Policy PS14 – Workplace Parking Levy. The introduction on any work place levy can only be considered in conjunction with extensive consultation.

15) Policy PS15 – Residents Overspill Parking. Policy accepted.

Summary

The principles that have been encompassed within this document have been confirmed by Officers as being tenable, with the proviso that the setting of local charges by Towns/Parish Council's is phased in. This is due solely to the lack of management information to enable the flexible approach that is recommended. As the data base is developed and historical information is acquired, it becomes more feasible for Towns/Parishes to make informed decisions in partnership with Wiltshire Council about local charging.

16th. November 2010