

At a Meeting of the **COMMUNITY SERVICES COMMITTEE** held at the Council Chamber, Council Offices, Kilworthy Park, Drake Road, **TAVISTOCK** on **TUESDAY** the **20th** day of **JANUARY 2015** at **2.00 pm**.

Present:

	Cllr R F D Sampson – Chairman	
	Cllr K Ball – Vice-Chairman	
	Cllr M J R Benson	Cllr K A Clish-Green
	Cllr D Cloke	Cllr C Hall
	Cllr M E Morse	Cllr D E Moyse

Substitutes: Cllr T Hill Cllr D Horn

Executive Director (Communities) & Head
of Paid Service
Street Scene Manager
Contracts Manager
Committee & Ombudsman Link Officer

In attendance:

Cllr S Bailey	Cllr W G Cann OBE
Cllr A Leech	Cllr R Musgrave
Cllr T Pearce	Cllr D Whitcomb

CS 13 APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr N Morgan (Substitute Cllr T Hill) and from Cllr R J Oxborough (Substitute Cllr D Horn).

CS 14 DECLARATIONS OF INTEREST

There were no declarations of interest registered.

***CS 15 CONFIRMATION OF MINUTES**

The Minutes of the Meeting held on 28th October 2014, were confirmed and signed by the Chairman as a correct record.

CS 16 INTRODUCTION OF EXPERIMENTAL PAY & DISPLAY CHARGES IN LONG-STAY CAR PARKS IN OKEHAMPTON AND TAVISTOCK

Arising from Minute No CS 10 – 2014/2015, the Street Scene Manager presented a report (page 6 to the Agenda) in response to the Committee's request for a fully researched and reasoned report arising from the discussion at the Committee's meeting on 28th October 2014.

Modelling based on current car park usage indicated that the introduction of the flat rate all day charge of £2 should not be detrimental to the Council in terms of income and that there should be sufficient space available to accommodate increased usage of the car parks. The flat rate proposal was supported by the commercial interests in the towns and the Council's Economic Development Officer was of the view that adoption of this proposal would have a positive impact on trade in the towns. A recent benchmarking survey had indicated that time constrained car parking fees did have a detrimental effect on trade and this proposal could go some way to addressing that locally.

To accommodate this proposed change, the pay & display machines would need to be recalibrated, however, the current pay & display machines were nearing the end of their lives and a programme of replacement during the current and next financial years would see the introduction of machines that will require the parking motorist to insert their car's registration.

An alternative to the proposed flat rate all-day charge of providing pay-on-exit machines had also been investigated but the cost of new machine provision, infrastructure and support/maintenance was considered prohibitive on this occasion.

Arising from the discussion the officer was asked for the monthly reviews to give an indication of tourism use during the summer months. A Member in attendance expressed his concern that to include the Wharf car park in the flat rate charge experiment might have a negative effect on the use of Meadowlands, however, the Chairman expressed the view that the experiment should proceed as proposed.

The proposed experimental tariff would run for 12 months and Members would receive monthly reviews via e-mail.

It was **RESOLVED** to **RECOMMEND** that Council approves the introduction of a flat rate Pay & Display day charge of £2.00 in the Council's long-stay car parks in Okehampton and Tavistock for an experimental period of 12 months with monthly reviews to ensure close monitoring of the scheme with an additional charge of 50p for a half-hour stay in the Mill Road car park in Okehampton.

CS 17

CONSIDERATION OF OBJECTIONS RECEIVED IN RESPECT OF COACH PARKING IN MILL ROAD CAR PARK, OKEHAMPTON

Arising from Minute No CS 5 – 2014/2015, the Street Scene Manager presented a report (page 15 to the Agenda) on the outcome of the public consultation in relation to the amendment of the parking order to provide coach parking in the Mill Road car park in Okehampton. A 104 signature petition had been received together with 2 letters and 2 e-mails objecting to the proposal, however, no objections had been received from the statutory consultees.

The coach parking facility had been in use informally since the summer and there had been no reported incidents. A risk assessment had been carried out, which was appended to the report (page 20 to the Agenda), had not identified any major concerns, although monitoring the adequacy of signage was an issue arising from the assessment.

Arising from the discussion concern was expressed about the adequacy of the T junction with Exeter Road to accommodate coaches exiting from Mill Road safely. Further concern was expressed in relation to the location of the disabled parking bays which, if being used, could hinder a coach's manoeuvrability in trying to make use of a dedicated parking bay. It was confirmed that the space and junction had been assessed and were acceptable as was the bay lay out. Whilst accepting that coach parking in Mill Road was a welcome

addition to the facilities for tourism in Okehampton, the Committee requested officers to continue their search for a more suitable location which could either replace Mill Road or become an additional parking area.

It was **RESOLVED** to **RECOMMEND** that:

- (i) the provision of two coach parking bays in the Mill Road car park be formally approved and exempt from payment of a parking fee; and,
- (ii) the Off-Street Parking Places Order be so amended and advertised as such.

***CS 18**

RECYCLING & WASTE SERVICE UPDATE

The Group Manager, Commercial Services Waste Development and the Contracts Manager presented a joint report (page 21 to the Agenda) updating the Committee on the waste and recycling services particularly in respect of current service performance, recent changes to legislation, education and marketing, the Devon-wide strategy and future service development and delivery opportunities.

Recent information released by DEFRA showed that the Borough Council was judged the best performing Council in Devon for collecting recyclables and eleventh nationally and again top in Devon for collecting residue household waste and fifth nationally.

The report detailed recent changes in legislation which included Quality Protocol a national standard which required compostable materials to be of a certain standard. The report also detailed the educational and marketing programme undertaken, the benefits of being part of the Devon-wide waste strategy, future developments and delivery opportunities.

It was **RESOLVED** that:

- (i) the Waste Working Group continue as a formal body until, at the earliest, the commencement of the new service arrangements in 2017;
- (ii) the progress of the service area as a whole be noted; and,
- (iii) a copy of the report be provided for each Member of the Council (via e-mail) for their respective information.

(the Meeting terminated at 3.10 pm.)