

Submission to Cabinet1312th June 2018

From Max Hunt CC, the Labour Spokesperson

Item 13: Parking Strategy U turn

This is a sadly flawed paper lacking in detail and demanding some proper explanation.

1. *No evidence is provided in the paper that indicates the economy will suffer.* Yet this is the only reason provided for shelving the policy.
2. District Councils face the same dilemmas each time they review their car parking charges but seldom shrink from difficult decisions. *In consequence they raise huge amounts of money for the community without apparently tanking the local economy.*
3. For some 18 months the Cabinet have been promising a new Parking Strategy that would be aligned to our key transport strategic policy objectives including environmental and economic policies outlined in the paper. The proposition was even contained in LPT3.
4. With buy-in from communities on-street parking has the potential to drive the necessary and badly *needed improvements in our highways management.* The Conservative Party fought and convincingly won an election in 2017 in the full light of the policy. We read the decision is not to be taken forward 'at present'. Whatever blandishments emerge from Cabinet today this suggests that it will emerge eventually as budgets tighten. A report has been commissioned and we need to understand the scope of these proposals.
5. Without clear policies out transport agenda seems lost under a deluge of pothole firefighting, uncontrolled congestion and disregarded travel plans. Parking at many School Entrances and Bus Stands remains unenforceable. *We need a parking strategy fit for our county* which does not allow new housing developments to put more vehicles on our streets. Currently traffic planners condone ever more on-street parking, because they lack policies to do otherwise.
6. Financially, the authority is now stuck with *an annual funding gap of £650,000.* This money is no longer available to help the community, whether it's to patch up our roads, to introduce residents' parking zones or to protect pedestrians around schools.
7. A further hole has now opened up in the '*advanced design allocation*' for the next two years with no explanation of the consequences on staffing or bidding for future improvements.

The County Council has been playing a good tune on transport and highways, but now we discover it was all background music whilst the service to the public continues to degrade.

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