



"Ian Heggie"
<i.heggie@uku.co.uk>

04/10/2005 17:58

To: <petekeeley@warwickshire.gov.uk>,
<peterkeely@warwickshire.gov.uk>
cc: <graemefitton@warwickshire.gov.uk>
Subject: Fw: Area Committee Consideration of Decrim in
Stratford

----- Original Message -----

From: [Ian Heggie](mailto:i.heggie@uku.co.uk)

To: petekeely@warwickshire.gov.uk

Cc: TMP Administration ; grahamfitton@warwickshire.gov.uk

Sent: Tuesday, October 04, 2005 4:37 PM

Subject: Area Committee Consideration of Decrim in Stratford

Dear Mr Keely:

I understand that the Annexe to the paper going to the Council's Executive states that the Stratford Town Management Partnership is in favour of, supports, or even recommends that there should be no free period in the current on-street parking tariff. This is not strictly correct and we do not want our name used to support, or oppose, any of the recommendations being put forward in the name of the Stratford Area Committee. The only issue on which we have expressed strong views, relates to the changes in Bridge and High Streets. We have argued that the proposed changes in these streets only should not be made immediately before Christmas to avoid the kind of confusion that arises during periods when a large number of out-of-town visitors are likely to be visiting the town.

In relation to the current "free" period, we would like to note the following. First, we took two elected members from the Distinct Council, together with one official, on a study tour to Salisbury. Based on their experience and the experience of some of the London boroughs, they advised against any free period. It had caused too many problems -- queue rage, feeding machines in contravention of the regulations, etc.

Second, it stands to reason that parking spaces, which are a scarce resource, should be subjected to market discipline. To argue that local residents should be able to park for half an hour free, is rather like suggesting that local residents should not have to pay for the first item they buy from Marks & Spencer, or ought not to have to pay for the first course in a local restaurant. Parking spaces are no different. They are scarce resources that should be rationed by way of a sensible market pricing structure.

Third, talking about free parking periods is putting the cart before the horse. You should first be looking at the consequence of, for example, abolishing Sunday charges and then asking what impact this might have on the overall charging regime, including any free period. And if it is then deemed necessary to abolish the current "free" period, then make sure that the charge is cost effective, i.e., that the extra revenue is not all swallowed up by the extra administrative costs.

However, these three points are merely our views and we would not like them to be represented as something that the Partnership wants borne in mind in any debate on whether or not the parking tariff should include a free period.

Ian Heggie

Ian G. Heggie
Chairman, Stratford-upon-Avon Society
Treasurer, Town Management Partnership
IRF Counsellor for Road Finance
44 1789 299 891