

**EXTRACT FROM THE MINUTES OF THE MEETING OF THE PROSPERITY
POLICY DEVELOPMENT GROUP HELD AT FOLLATON HOUSE, TOTNES ON 21
OCTOBER 2009**

MEMBERS

* Cllr R F Croad – Chairman

* Cllr J I G Blackler – Vice-Chairman

* Cllr F J Hawke

∅ Cllr T J Hewitt

* Cllr R M Lawrence

* Cllr J T Pennington

∅ Cllr M Stone

* Denotes attendance

∅ Denotes apology for absence

Also in attendance and participating:

Cllrs H D Bastone, J H Baverstock, R D Gilbert, J D Hawkins, M J Hicks,
P W Hitchins and M J Howarth

Officers in attendance:

All Agenda Items: Strategic Director (Resources), Senior Member Support Officer,
Member Support Officer and Communications Manager;

Item 5: (Minute PPDG.9/09 below refers) Head of Property Services;

Items 6, 7, 8 and 9: (Minutes PPDG.10/09, PPDG.11/09, PPDG.12/09 and
PPDG.13/09 below refer) Head of Environment Services and Street Scene
Manager; and

Item 10: (Minute PPDG.14/09 below refers) Strategic Director (Community) and
Landscape and Recreation Manager.

PPDG.11/09 REVIEW OF FERRY CHARGES 2010/11

The Head of Environment Services presented a report that outlined the choice of options for Lower Ferry Charges for 2010/11 which were:

Option 1 - No increase in ferry charges; and

Option 2 - a 3% increase in ferry charges.

The Officer advised that Option 2 had the potential to increase income by £25,000 for 2010/11 providing the predicted number of customers was achieved. Increased income could be generated either by increasing the charges or by increasing the level of the ferry activity e.g. through improved signage and advertising to increase the business base. However, when considering fare increases, Members were reminded that the ferry operated in an environment where an alternative service was available.

During the discussion, the following points were raised:

- a) A Member stated that they would like to see the Council progressively move towards increasing concessionary fares to 50%. In response, the Officer advised that any increase in discounted fares on the Lower Ferry would have to be replicated across all the Council's service charges to be equitable;
- b) A Member noted that there was no breakdown information as to who was purchasing the tickets i.e. in terms of either residents or visitors. In response, the Strategic Director (Resources) informed the Group that the concessionary tickets were a key part of the income stream for the Lower Ferry and if they were overpriced then passengers might be lost which would be unfortunate as they had only recently capitalised on the Higher Ferry being out of action. The Head of Environment Services also informed that investigations were ongoing into the ability to purchase the tickets over the telephone with a credit or debit card prior to them being posted to the recipient.

A non-Group Member asked for consideration to be given to issuing books of ten car & van tickets, in addition to the books of twenty, in order to assist residents during the difficult economic climate. Some Members felt this might attract more footfall and increase local trade, whilst the Chairman reminded Members of the need to maintain margins. After some debate, this motion was **PROPOSED** then **SECONDED** and when put to the vote was declared **CARRIED**.

The matter of the price of the proposed book of ten concessionary tickets was further discussed. It was then **PROPOSED** and **SECONDED** and when put to the vote was declared **CARRIED** that the book of ten tickets should be priced at £15.00.

- c) With regard to the options for the proposed charges, the Group discussed Cash Sales and agreed that they should all be charged as suggested in Option 2 of the presented report, with the exception of Motor Car/Van return tickets which should remain unchanged at £6.00 as per Option 1. With regard to the Options for Concessionary fares, it was agreed that these should remain unchanged as per Option 1 of the presented report, with the exception of Foot Passenger 40 tickets which should be set at a new price of £22.00 (i.e. neither Option 1 nor Option 2).

It was then:-

RECOMMENDED

1. That the Executive be **RECOMMENDED** that the Group has debated the charges for the Lower Ferry and **RECOMMENDS** the following pricing structure:
 - a) That Cash Sales be priced as per Option 2, with the exception of Motor Car/Van return tickets which should remain unchanged at £6.00;
 - b) That Concessionary fares be priced as per Option 1 with the exception of Foot passengers 40 tickets to be set at a new price of £22.00; and
2. That the option of a new book of ten concessionary car and van tickets be made available and priced at £15.00.

PPDG.13/09 REVIEW OF WASTE CHARGES 2009/10

The Head of Environment Services presented a report that set out the level of charges for the collection and management of commercial and household waste.

During the discussion, the following points were made:

- a) A Member asked if the collection of commercial waste could be subcontracted to a third party. In response, the Group was informed that it might be difficult to attract interested parties because of the rural nature of many businesses in the district. The Member then suggested that rural collections could be written into the contract;
- b) A Member extended his congratulations to the Officer for the removal of Zone 3 customers.

It was then:

RECOMMENDED

That the Executive be **RECOMMENDED** that:

1. The charges for Trade Waste services 2010/11 as set out in Appendix A of the presented report be adopted; and
2. The charges for Household Waste services 2010/11 as set out in Appendix B of the presented report be adopted.

PPDG.14.09 **REVIEW OF CHARGES AND INCOME – COMMUNITY PARKS,
OPEN SPACES, OUTDOOR SPORTS AND RECREATION**

The Landscape and Recreation Manager presented a report that provided Members with an overview of the opportunities for income generation and efficiency savings.

During the discussion, the following points were raised:

- a) Members wished to express that although leisure and recreation was not a Council priority, it was their view that team sport playing field facilities were very important to local communities and that they urged the Council to do all it could to preserve these facilities;
- b) It was noted that Members were wrestling with wanting to support leisure and recreation in the community but were also aware that it was not a statutory duty to provide such facilities and that there would need to be transformational change over the next two or three years to handover this responsibility to Town and Parish Councils or find other ways of delivering the service.

In light of the Group wishing to discuss elements of the exempt appendices, it was then:

RESOLVED

That in accordance with Section 100(A)(4) of the Local Government Act 1972, the public and press be excluded from the meeting during consideration of the following item of business as the likely disclosure of exempt information as defined in paragraph 7 of Schedule 12A to the Act is involved.

It was then:-

RESOLVED

That the public and press be re-admitted.

It was then:-

RECOMMENDED

That the Executive be **RECOMMENDED** that:

1. Outdoor Recreation charges be maintained and Boat Park charges increased as set out in Appendix A of the presented report;
2. An events, memorials and sponsorship charging structure be introduced as set out in Appendices B, C and D of the presented report;
3. A lease or licence arrangements be secured which deliver best value to the Council in relation to the

facilities identified at paragraph 28 and 29 of the presented report;

4. Existing leases and licences be reviewed as they come up for review, with a view to achieving best value for the Council as detailed at Appendix F;
5. The opportunities to increase boat park facilities as detailed at paragraph 32 of the presented report be investigated; and
6. Further scoping work be undertaken on opportunities for additional concessions, franchises or further facilities within parks and gardens and recreation areas.