

Public Document Pack

# Officer Decision Making

Tuesday, 15th October, 2013  
at 2.00 pm

## PLEASE NOTE TIME OF MEETING

Office of the Interim Director Environment  
and Economy

This meeting is not open to the public

### **Decision Maker**

Interim Director of Environment and Economy

### **Contacts**

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## AGENDA

Agendas and papers are available via the Council's website

### 1 **CHARGING FOR RESIDENTS FIRST PARKING PERMITS**

Report of the Head of Transport, Highways and Parking to seek approval for charging for first permits in zones 1-12 &16 and temporary permits, attached.

Monday, 7 October 2013

HEAD OF LEGAL, HR AND DEMOCRATIC SERVICES

# Agenda Item 1

<b>DECISION-MAKER:</b>	INTERIM DIRECTOR FOR ENVIRONMENT AND ECONOMY		
<b>SUBJECT:</b>	CHARGING FOR RESIDENTS FIRST PARKING PERMITS		
<b>DATE OF DECISION:</b>	15 OCTOBER 2013		
<b>REPORT OF:</b>	HEAD OF TRANSPORT, HIGHWAYS AND PARKING		
<b><u>CONTACT DETAILS</u></b>			
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## STATEMENT OF CONFIDENTIALITY

None

## BRIEF SUMMARY

The Cabinet, on 16<sup>th</sup> July, delegated authority to the Director of Environment and Economy to advertise the relevant Traffic Regulation Orders (TRO's) and consider and determine any representations received to those proposals in accordance with the Council's procedures for determining Traffic Regulation Orders.

The proposals to charge £30 per year for first Resident's Permits and £15 for Temporary Resident's Permits valid for 3 months were advertised on the 16<sup>th</sup> August. In response, the Council has received 828 representations with concerns or objections, which have been summarised and reviewed as part of this report. This report is presented to the Director for Environment & Economy for the representations to be considered and the matter to be determined.

## RECOMMENDATIONS:

- (i) To approve the introduction of a £30 per year charge for renewals and new applications for First Resident Permits effective from 1<sup>st</sup> November 2013;
- (ii) To approve the introduction of a £15 charge for Temporary Resident Permits for first time applicants with a validity of 3 months, effective from 1<sup>st</sup> November 2013;
- (iii) To ensure that future Civil Parking Enforcement Annual Reports include details of permit income and costs in Residents Parking Zones, which will then be used as material consideration for any future variations in permit charges;
- (iv) To ensure that funding contributions are requested for Traffic Regulation Orders, in the form of parking restrictions, for developments where it is deemed appropriate to do so to mitigate

against the impact of the development on the safety and amenity of local residents;

- (v) To review and update the Council's Resident Parking Scheme operational strategy in early 2014 to ensure that it reflects the current parking issues, community needs and sustainable travel policies. This will be used as the basis for review of existing Zones and the consideration of future requests; and
- (vi) To undertake a phased series of surveys, commencing in early 2014, of residents (Z1-12 & 16) eligible for First Residents Permits over whether they would wish their residents parking scheme to be changed or removed. Also to prioritise any changes to the existing scheme restrictions, over any possible expansion of Zones 1-12 & 16.

### **REASONS FOR REPORT RECOMMENDATIONS**

- 1 Cabinet have approved the principle of introducing charges for First Resident's Permits in order that the schemes have a higher level of self-funding.
- 2 Cabinet has also approved the principle of introducing charges for Temporary Resident's Permits in order that the full cost of administration and issue are met.
- 3 There is a need to ensure that the assessment and justification for permit charges are transparent, so that residents may benefit from improvements in how the schemes are operated.
- 4 Members of the public have concerns that the expansion of the Southampton General Hospital and the University of Southampton, without adequate parking or travel arrangements is the root cause of many parking problems and there is therefore a need to ensure future development at these key sites is undertaken having regard to the impact on residents and parking.
- 5 There are significant concerns raised by residents as to whether the existing permit restrictions are still appropriate or whether they need to be amended or removed, subject to due process in the various zones.
- 6 Previous Council policy and practice has been driven by the need to deter weekday, non-resident/commuter parking, rather than the increasing issue of excess levels of resident parking overnight or at week-ends

### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 7 Not introducing these charges was rejected on the basis that the costs would otherwise have to be met by further Council subsidy funded by service reductions elsewhere such as further reductions in enforcement costs or by reducing expenditure in other priority areas such as CCTV. In the current budget restricted environment if a proportion of costs are not recoverable, then the council may not be able to implement new Residents parking Schemes or manage existing ones properly resulting on a detrimental impact on resident amenity and safety.

## DETAIL (Including consultation carried out)

### THE PROPOSAL

8 The proposal is to change two specific elements of the charging regime for Residents Parking Permits in Zones 1 -12 &16. The table below shows the current and proposed charges for Permits.

9

Permit	Existing charge	Proposed charge
1 <sup>st</sup> Resident Permit	£0	£30
2 <sup>nd</sup> Resident permit	£30	No change
Temporary Resident Permit (3 months)	£0	£15
Visitor Permit (annual)	£30	No change
Visitor Permit (day)	£6 for ten days	No change
All other permits		No change

### CONSULTATION & LEGAL PROCESS

10 The Public Notice was advertised on 16<sup>th</sup> August in the Daily Echo and Hampshire Independent in accordance with the statutory requirements under the Road Traffic regulation Act 1994. In addition to the normal statutory requirements, letters (see Appendix 1) were also sent highlighting the consultation to all households eligible for first resident permits in Zones 1-12 & 16 (see map at Appendix 2).

### REPRESENTATIONS – SUMMARY

11 In response to the Public Notice, Legal HR & Democratic Services received 828 representations objecting to or expressing concerns over the proposals. The representations were registered numerically and are filed in the Supplementary Appendix. The points of objection are also tabulated at Appendix 3 and summarised below.

12 Whilst most residents appreciated the opportunity to make representations to the Council on this issue, some expressed strong disagreement with the proposals themselves. For the main part, representations were made in relation to the principle of introducing new permit charges or in reference to first Resident Permit Charges.

13 The main part of this report addresses the proposals overall, relevant material policy and financial considerations and the scale of representations from respondents. Resident Associations, petitions and Ward Councillors have also made representations and these have been presented at Appendix 4, rather than being included within the summary table at Appendix 3. These also constitute valid objection / representations and are simply separated out for ease of reference

### REPRESENTATIONS - LEGAL

14 A number of residents (11) highlighted concerns over the 21 day consultation period taking place over summer leave period. Also residents (9) argued that

either the letter should have been sent to a named addressee or that it arrived after the commencement date or was not received.

- 15 There were also questions over whether the matter should be decided by Cabinet in a public forum (4) or that the proposals should have been in the party manifesto (2) or why the consultation was taking place, if the Council has already decided the matter (1) (There were also concerns as to whether the Council should or shouldn't be using the City Web as part of the consultation process (2))
- 16 Otherwise respondent's (60) primary concern was the inadequacy of any explanation or case for the proposed charges (e.g. for example the absence of a financial balance sheet) and / or reference to legality of the proposing charges given the recent High Court case decision against Barnet Council for raising proposed permit charges. (See response summary at Appendix 3).

#### **OFFICERS RESPONSE - LEGAL**

- 17 Council decision making and consultations takes place throughout the year and, with the limited exception of public bank holidays, is not required to take into account seasonal considerations. Residents and business may have holidays and other commitments at any time of the year and it is not possible for the Council to take every possibility into account or to limit its decision making and consultation processes to exclude the summer period. All statutory requirements required to be met under the Road Traffic Regulation Act 1994 in relation to the advertising of these proposals have been met. Notwithstanding that, the Council has taken representations in this regard into account and, at its discretion, agreed to accept representations until 13<sup>th</sup> September to assist residents who indicated they were not able to respond earlier. The high level of representations received on this occasion is a good indication that the proposals have been widely advertised and received and that residents have been able to present their views within the time allowed.
- 18 Cabinet have agreed the proposals in principle subject to normal statutory advertisement procedures and consideration of representations. Cabinet specifically delegated the consideration of objections and the final decision on whether or not to implement the proposals to Officers as it is lawfully permitted to do under the Local Government Act 2000. The final decision on whether or not to implement the objections, taking into account all material considerations including all representations received, therefore lawfully rests with Officers following consideration of this report. The statutory basis for Officers to take a decision such as this is therefore fully met.
- 19 Given the range of questions raised in the representations, the Council has also provided collective response to residents clarifying the proposals and providing further information on the basis of the proposals (see letter at Appendix 8 and information at Appendix 9).
- 20 The main representations received queried whether the Council is legally entitled to introduce these charges. The statutory powers to implement the charges are detailed in paragraphs 81 and 82 below.

#### **REPRESENTATIONS - FINANCIAL**

- 21 The highest level of concerns (285) raised within the objections relate to the

funding or the financial motive behind the proposals. In particular respondents (132) highlighted that this was a revenue or tax levying measure by the Council to compensate for reductions in government funding.

- 22 Respondents (172) also felt strongly that the costs of running schemes should already be met through other means, e.g. council tax, rent, income tax, vehicle excise duty, parking charges, permit charges and revenue from penalty notices.
- 23 There were concerns to the extent that the Council is seeking to increase the contribution from residents towards the cost of permit parking schemes by this additional First Permit charge.
- 24 Certain respondents questioned how the Council could possibly justify these proposals with surpluses of £1.04M and £2.4M on its On- Street and Off-Street published accounts, respectively. A number of respondents (10) also raised concerns over the absence of any commitment of where the revenue would be spent and / or whether there would be future increases in the permit charge (23). Otherwise some residents (11) did indicate that a smaller charge may have been acceptable.
- 25 Another area of concern raised by respondents was that the costs of the schemes should be met by existing permit charges and in particular from the Visitor Permit charges introduced in 2011.

#### **OFFICER RESPONSE - FINANCIAL**

- 26 The Schemes benefit only a small proportion of the City population. For fairness reasons it is not appropriate for the schemes to be funded by council taxes which apply to all. The provision of Residents Parking Schemes costs £260k per year for administration and £112k for enforcement (2012/13). This proposal brings in income of £130k meaning that this parking service remains subsidised. Only a proportion of the costs of the scheme would be met by the proposed increase in charges.
- 27 A high number of respondents argued that permit parking schemes should be funded by "Road Tax" (or Vehicle Excise Duty as it is now defined. This duty is however collected by central government. (i.e. the Duty income is not passed on to Local Authorities to be dedicated to parking or highway expenditure).
- 28 There is an understandable question as to why the Council should propose these charges when it makes a surplus on On-Street Parking and Off-Street Parking. Any On-Street parking surplus has to be spent on parking, the highway or its environment strictly in accordance with the provisions of the Road Traffic Regulation Act 1994 (see further legal paragraph below). Currently this surplus is used to help fund on and on street general public parking provision in the City and , where a surplus is generated having deducted those costs, other key transport and highway related services including CCTV monitoring and enforcement of transport matters and other similar schemes (see Appendix 9). The Off-Street surplus is legally allowed to be used more widely and supports the provision of Council services in general, which would otherwise have to be reduced or cut.
- 29 It is for the Council to prioritise the services it provides within available

funding. Many respondents highlighted in their correspondence concerns over highway maintenance and a point made by the Local Government Association in March 2013 that the surplus made by all English Councils in 2011/12 from On-Street / Off-Street parking of £411m needed to be seen in the context of overall Council spending on transport and highways of £8.11m

30 The last review of residents permit charges was in 2011.

31 At that time there was a high level of concerns about the misuse of (day) Visitor Permits and the cost of printing these permits (£55k in 2010/11)

32 The 2011 changes were therefore primarily intended to reduce cost and reduce misuse. Also, it was intended to share more widely the contribution to operating the schemes, with the cost of second Resident's permits being reduced from £60 to £30 at that time.

33 Permit parking schemes have not been introduced for the purpose of raising revenue, as they incur a net cost to the Council. Schemes are only introduced following statutory consultation with residents and where there is a demonstrable need to control demand for parking. The Council can however appreciate that there are concerns looking at comparative resident permits elsewhere (e.g. as one respondent highlighted £90 in Brighton) that these charges may increase over time. There are currently no further increases in permit costs under consideration.

34 Funding transparency can best be addressed by providing accounts in the future of the operation of these schemes, so that residents can view where the money is being spent and that no undue charges are being incurred. It is important that there is confidence in the management of these schemes.

#### **REPRESENTATIONS - FAIRNESS**

35 The second of highest level of concerns (260) raised within the objections relate to the fairness of the proposals. In particular respondents (139) expressed strong views that it was unfair for the costs of the scheme to be met by the lower income households without off-street parking for whom the charges in the current economic situation are unaffordable.

36 Residents also noted the removal of the 10% Council tax discount for pensioners, new charges for the disposal of green waste and other increasing living costs, for communities on fixed incomes (e.g. pensions or earnings without pay increases).

37 It is understandable that with the increasing financial pressures on households, residents are concerned about being able to afford these new charges.

38 Another argument presented by many residents (127), was that it is not right to charge people for parking a vehicle outside their own home. Residents (47) also highlighted that it was in unfair for some residents to have to pay to park on-street, when residents in other areas of the City do not.

#### **OFFICER RESPONSE - FAIRNESS**

39 The First Permit charge of £30 per year equates to £1.20 per week and is therefore a small element of the running costs of a motor vehicle. Given the concerns received about the ability to pay this amount, it is proposed to

explore mechanisms to allow staged payments to spread the cost for low income groups.

40 There is no legal right to park your car outside your home, although many residents clearly enjoy this facility where demand for parking is low. Where parking regulations are required for congestion reduction or safety, parking demand and turnover can be controlled by permit restrictions.

41 First Permits will allow residents access to available parking spaces during the times of operation of the scheme.

### **REPRESENTATIONS - PLANNING**

42 Another area of concern raised by respondents (85) was that the parking problems in their locality were not of their making and that the Council should address the problems at source, rather than charging residents. Residents (34) highlighted that the Council's planning policy had allowed the growth of new developments and HMOs without adequate parking off-street.

43 Respondents (39) in Zone 6 and Zones 9-12 argued that it was the Council's responsibility to either make the University of Southampton (UoS) provide adequate parking (or utilise existing parking) to address the on-street parking problems of their making or make the UoS pay to fund these permit parking schemes through development funding. Residents also expressed frustration at the social problems they experienced through living in proximity to UoS.

44 Residents in Zone 7 (18) considered that the Council should make the NHS fund the cost of the scheme around the General Hospital or make the General Hospital provide adequate staff parking. Respondents in this locality also expressed concern that it was wrong for local residents to suffer from the proximity of the General Hospital, when this facility served the city and a wider regional community. Similar objections were raised by two Ward Councillors (see Appendix 4).

45 A number of residents questioned why if the Stadium scheme was funded by the Southampton Football Club does this principle not apply around the General Hospital and UoS.

### **OFFICER RESPONSE - PLANNING**

46 In considering new developments, the council works with developers to assess transport impact and mitigate them within the context of national legal and policy restrictions as well as local planning policies. The council is committed to making such developments sustainable and has parking standards it publishes and uses. It is also working closely with the University and Hospital on their travel plans.

47 Both the University and Hospital travel demands result in spill over parking demand. In both cases travel plans and strategies are deployed to mitigate and manage travel. In some cases they have paid for Residents Parking Schemes to be implemented.

48 The Council has introduced new Parking Standards for developments (9/2011) which seeks to address this problem in future developments.

49 The Council is also applying the Mandatory HMO licensing levels which came into force on the 6 April 2006. This has introduced additional HMO licensing in

four wards of the city - Bargate, Bevois, Swaythling and Portswood (7/2013).

50 The Council will continue to secure contributions from developments towards existing and new Residents Parking Schemes where the legal tests are met. The implementation of CIL (Community Infrastructure Levy) for calculating the levels of contributions will ensure a consistent approach to developments in the future. Site specific contributions to local issues will still be possible although these will be less common.

51 The Residents Parking Schemes around the Southampton Football Club were introduced as a direct result of the Club constructing a new stadium in an inner city area with direct impact on local residents. They only operate on match days where there are demonstrable demand issues arising from spectator demand and are funded by the Club.

### **REPRESENTATIONS - PERMIT PARKING**

52 252 respondents raised objections or qualified their objections in relation to the permit schemes. Many of the respondents (115) expressed dissatisfaction with the service provided by the schemes. The main concern (71) was that the schemes were not perceived as being adequately enforced.

53 Respondents (64) indicated that a charge might be acceptable if residents (or their visitors) were able to park their vehicle near their property (60) and this point was similarly reflected in representations (55) that the restrictions needed to be changed (e.g. operate into the evening, weekends or become permit parking only) for the schemes to be effective.

54 Other respondents (52) requested the restrictions be removed on the basis that they were opposed, not consulted over or only accepted on the basis that there would not be a cost for residents. In some cases respondents questioned whether there was ever a need for the restrictions in their street.

55 A number of respondents also were concerned over the unintended consequences that would arise from these charges, including the loss of front gardens (15) and the displacement of vehicles to unrestricted roads or onto lengths of waiting restrictions (13). Some respondents (4) also argued that the charges could depress property prices or questioned the exclusion of the Stadium Scheme from the permit charging proposals.

### **OFFICER RESPONSE – PERMIT PARKING**

56 The representations regarding the permit parking schemes themselves have been highly informative. In recent years, the Council has concentrated its resources on extending the coverage of these schemes where requested by local communities. In doing so it is apparent that we have not reviewed the operation of the existing schemes. Although the respondents are only a sample of eligible residents for permits, there is apparent dissatisfaction with the amount of enforcement, the hours/days the schemes operate and the type of restriction (e.g. with 2hour limited waiting) in all areas.

57 Around 40% of Civil Enforcement Officers time is spent enforcing these Zones. It may be that the enforcement activity is not observed by those residents who are out of their homes during the day.

58 There were concerns expressed to suggest that in some roads or localities

permit parking is no longer required. It is therefore clear that whatever the outcome of this decision process, that further consultation is required on the design and scope of the existing schemes to ensure they remain necessary and fit for purpose going forward.

59 It is not feasible to guarantee a parking place or provide dedicated bays for households as demand far exceeds available road space and layout. There is an understandable concern over resident's paying for parking permit when they are unable to park near their property. This needs to be understood better, to see whether for example extended hours could practically help address this concern.

60 The criteria for resident parking schemes need to be reviewed, together with criteria for amending or removing restrictions. This can also be more problematic where these restrictions are more fragmented as in Z16, the Shirley Area

61 The Stadium scheme was not included in these proposals as it only operates during events and is funded by Southampton Football Club, following its relocation to St Mary's.

#### **REPRESENTATIONS - PUBLIC TRANSPORT & OTHER BENEFITS**

62 Many respondents (78) were critical of Council suggesting that permit restrictions or charges would promote public transport, improve road safety, reduce carbon emissions or reduce obstructive parking. Respondents (38) were critical of the Council's view that buses were a viable option given the cost, inflexibility and adequacy of services. A number of residents also questioned the Council's commitment to this policy given the recent cuts in Council subsidies (£404K for 2013/14) and loss of services (see Appendix 5)

63 Residents highlighted that local bus services are now being removed, are unsuitable for many journeys and / or prohibitively costly. Residents (28) also considered that a car remained essential for most families.

#### **OFFICER RESPONSE – PUBLIC TRANSPORT & OTHER BENEFITS**

64 Many Resident Parking Zones were designed to deter non-resident or commuter parking around major attractions in the city where demand for parking exceeds space available. The Uni-Link bus service grew from 1m to 4m passengers during the previous decade and is an example of how these schemes can help support local bus services. This also reduces traffic, congestion and carbon emissions around the University and wider city.

65 The Permit schemes assist the demand for day time bus services to the city centre. The General Hospital and UoS permit schemes encourage many commuters to use public transport.

#### **REPRESENTATIONS - TEMPORARY RESIDENTS PERMITS**

66 Whilst most representations objected to the principle of introducing new permit charges, there were a relatively low number (18) of specific references to Temporary Resident's Permits. A number of respondents (17) highlighted that there should be no charges for these permits, or that the charges were excessive (6). Other residents however were concerned about the misuse of these permits (2), or advised that they had no issue with the proposed charge

(6).

67 A number of respondents (12) had misunderstood that these permits were in some way a replacement for Visitor permits or second Resident's Parking Permits or did not understand the purpose of these permits (3). There were individual concerns about these permits being issued to non UK registered vehicles, that the charges could increase over time or that this would add to the administration costs (see summary at Appendix 6).

68 Newtown Residents' Association highlighted that many people taking advantage of this facility will then pay the further charge for a Resident's Parking Permit.

69 There were also concerns from some residents and the East Basset Resident's Association over misuse of these permits.

70 Foreign vehicles owners will only be allowed to apply for a total of 6 months Temporary Residents Permits.

#### **OFFICER RESPONSE - TEMPORARY RESIDENT PERMITS**

71 The Council considers that these permits are a necessity for many residents when they are moving residence.

72 The charge will encourage people to apply for a First Residents Permit in a timely manner and avoid the need for a temporary Resident permit, thus avoiding the need to apply for both.

73 The Council considers that misuse of these permits will reduce if a charge is applied.

74 Overall, it is expected that the introduction of this charge will reduce the number of Temporary Resident's Permits issued (2,483 in 2012/13) as well as off-setting the administration costs.

#### **REPRESENTATIONS - ALTERNATIVES**

75 Respondents highlighted a range of preferred alternatives (see Appendix 7) of which the most common were increasing the effectiveness and efficiency of enforcement (26), reducing unnecessary Council expenditure (24) and / or increasing the charge for second permits (19). A number of respondents (18) also highlighted that there should be a reduced charge for senior citizens or people on low incomes or that occasional users should be exempt.

#### **OFFICER RESPONSE - ALTERNATIVES**

76 There are a range of alternative options that residents have suggested. Some such as increasing the charge for penalty charge notices are outside of Council control. Others such as increasing the charge for second Resident's Permits would need to be part of wider consultation. The Council budget proposals for 2013/14 were open to public consultation and it is through this opportunity that members of the public can highlight areas where they consider expenditure could be reduced or redirected.

77 The requests for enforcement 7 days a week, 24 hours a day would be prohibitively costly to introduce.

78 To Improve the cost-effectiveness of the management, administration and

enforcement of permit parking schemes, the council is intending to

- automate the issue of permits
- investigate longer term permits (more than 12 months)
- Review the existing schemes
- Communicate with residents better

79 It is not Council policy to differentiate charges for parking in Residents parking Schemes by occupation, age, religion, income or type of residence. (see Appendix 10)

## RESOURCE IMPLICATIONS

### Capital/Revenue

85 The **current annual cost** of administering the issue of permits and managing the Residents Parking Schemes in the City is:-

	EXPENDITURE	INCOME	BALANCE
Administering permit applications and issuing permits	£135,000		
Traffic Regulation Orders and permit enquiries:	£30,000		
Signs, lines and scheme maintenance	£60,000		
Web management and IT systems support	£25,000		
Legal costs	£10,000		
2 <sup>nd</sup> Resident and business permits		£26,000	
Visitors and annual visitors permits		£48,000	
	£260,000	£74,000	£-186,000

86 The **proposed annual cost** of administering the issue of permits and managing the Residents Parking Schemes in the City is expected to be:-

	EXPENDITURE	INCOME	BALANCE
Administering permit applications and issuing permits	£135,000		
Traffic Regulation Orders and permit enquiries:	£30,000		
Signs, lines and scheme maintenance	£60,000		
Web management and IT systems support	£25,000		
Legal costs	£10,000		
2 <sup>nd</sup> Resident and business permits		£26,000	
Visitors and annual visitors permits		£48,000	
First Permits <sup>1</sup>		£130,000	
	£260,000	£204,000	£-56,000

In addition to the administration and permit costs, there are costs to enforcing these schemes. The net cost to the Council of enforcing the schemes in 2012/13 was £112,573.

### **Property/Other**

87        None

### **LEGAL IMPLICATIONS**

#### **Statutory power to undertake proposals in the report:**

88        Southampton City Council is the Local Transport Authority for the City and as such has the powers to implement Traffic Regulation Orders under the Road Traffic Regulation Act 1984.

89        The Road Traffic Regulation Act 1984 enables the introduction of permit charges as part of a Traffic Regulation Order to control parking.

Southampton City Council's on-street parking charges are set having regard to s122 of the Road Traffic Regulation Act 1984 (RTRA 1984). On street parking surplus use is subject to the restrictions set out in s.55 RTRA 1984. . When setting charges the council does so in line with its published parking policies and the needs and demands of traffic and parking management first and foremost. Charges are set at a level that seeks to ensure the administration and enforcement of both on and off street parking are, as far as possible, self funding and not subsidised from other council funds.

Parking charges and enforcement activities are essential to keep traffic moving and avoid congestion and also improve road safety and manage demand for road space effectively, including supporting local businesses. Management of parking in the city also assists with promoting modal shift and reducing carbon emissions and takes into account the availability or otherwise of alternative parking facilities.

Southampton City Council parking revenue is used to pay for the parking service (both on and off street). Any surplus, if generated, is used in accordance with s.55 RTRA 1984 and goes towards highways and transport services such as supporting the maintenance of roads and footpaths, supporting bus services, and funding transport and highway improvement schemes across the city

#### **Other Legal Implications:**

90        In preparing and determining the proposals set out in this report the Council is required to have regard to the provisions of Equalities legislation, the Human Rights Act 1988 and s.17 Crime and Disorder Act 1998 (the duty to have regard to the need to remove or reduce crime and disorder in the area).

91        Parking is not in and of itself a property right. Any change to on street parking arrangements does not therefore constitute an undue interference with the property rights protected by the Human Rights Act 1998.

92        However, it is recognised that the availability of parking can have an indirect impact on property rights. The proposals in this report, and any interference with any individuals expectations in relation to parking or how that may affect their properties, are considered necessary and proportionate in order to

maintain the effective operation of area-wide permit parking schemes in the City where demand exceeds available space.

**POLICY FRAMEWORK IMPLICATIONS**

- 93 The Parking Policy is compatible with the Local Transport Plan (LTP) and also the Local development Plan (LDP), these being the statutory planning documents for the City, and form part of the Council’s Policy framework.
- 94 The Parking Policy takes into account how parking contributes towards the achievement of wider policy objectives such as promoting economic development, reducing environmental impact and improving standards of health.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	All
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## SUPPORTING DOCUMENTATION

### Appendices

1.	Letter advising Residents of proposed new Permit Charges
2.	Map of Zones 1-12 and 16
3.	Summary of Representations (General)
4.	Representations from Resident Associations, Petitions & Ward Cllrs
5.	Table of Bus Services with service changes July 2013
6.	Summary of Representations on Temporary Resident's Permits
7.	Alternatives to introducing new permit charges
8.	Letter / Email to Respondents
9.	Supporting Financial Information
10.	Integrated Impact Assessment

### Documents In Members' Rooms

1.	None
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### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes
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### Other Background Documents

#### Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	Original correspondence
2.	Correspondence received after the acceptance date
3.	Pertinent correspondence received after publication of this report
4.	Parking Policy –Provision and Management 2008
5.	Local Transport Plan
6.	Local Development Plan
7.	The Councils Civil Parking Enforcement income and expenditure annual report 2011/12

**Transport, Highways and Parking Division**  
**Parking Services**  
Southampton City Council  
PO Box 1098  
Southampton  
SO14 7WE

Direct dial: 023 8083 3008  
Text Relay: Dial 18001 before full telephone number  
Email: [parking.services@southampton.gov.uk](mailto:parking.services@southampton.gov.uk)  
Please ask for: Parking Services

Fax:  
Our ref:  
Your ref:  
Minicom:

The Resident

Date: 16 August 2013

Dear Resident

### **CONSULTATION ON CHARGES FOR RESIDENTS PARKING PERMITS IN ZONES 1-12 & 16**

I am writing to invite your views on the proposed introduction of new charges for residents' parking schemes in your area. The new proposed charges are:

- £30 per year for Residents First Parking Permits; and
- £15 for Temporary Resident Parking Permits, valid for 3 months where no current charges apply.

If approved through due process, these new charges will be introduced during the autumn of this year for all new applications and renewals. All other permit charges, conditions and operation of the schemes will remain the same. Whilst we appreciate the financial pressures on residents, these charges are being proposed to help fund the cost of introducing, administering, maintaining and enforcing these schemes. Charges are being proposed at a level that seeks to ensure the schemes are not subsidised from other Council funds.

Resident parking schemes have been introduced at the request of communities to help to manage the available on-street parking to the benefit of residents and their visitors. This managed parking also helps to reduce traffic, congestion and carbon emissions by promoting public transport and can improve road safety by reducing obstructive parking.

The public consultation for these proposals will commence on 16<sup>th</sup> August 2013 for a period of 21 days. Any representations registered with Legal Services by the deadline of 6<sup>th</sup> September 2013 will be considered when reaching a decision whether to proceed or not. To register an objection or a view on the proposals you can either email: [Traffic.Orders.Legal@southampton.gov.uk](mailto:Traffic.Orders.Legal@southampton.gov.uk) or write to: Richard Ivory, Head of Legal, HR and Democratic Services, Southampton City Council, Civic Centre, SOUTHAMPTON, SO14 7LY.

The Council's website has a dedicated Question and Answer page about these proposals at [www.southampton.gov.uk/parking\\_consultation](http://www.southampton.gov.uk/parking_consultation)  
Alternatively, if you would like to talk to us about them, please call 023 8083 3008

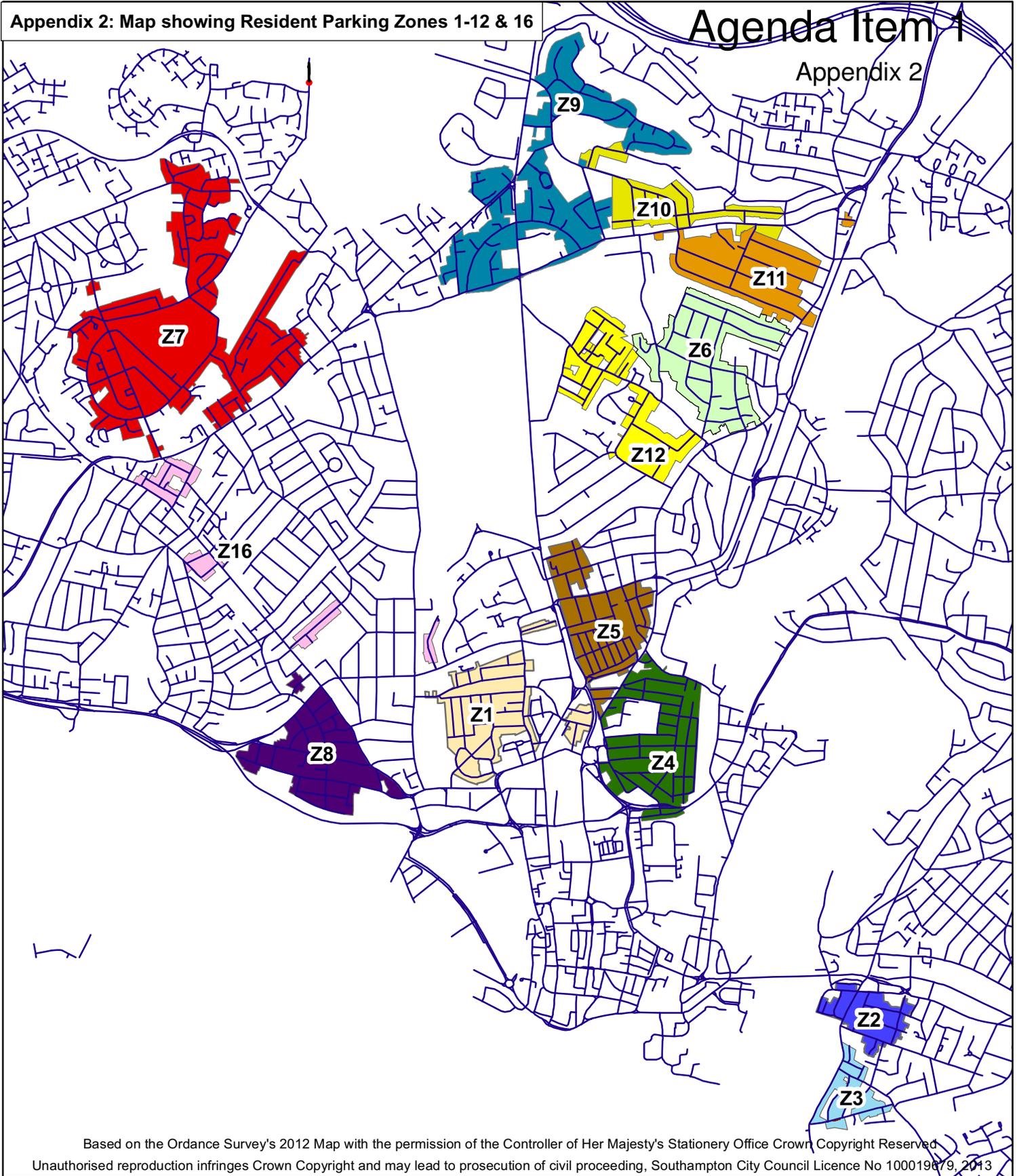
Yours faithfully,



Parking Services  
Southampton City Council

**If you would like this letter sent to you in another format or language, please contact the number at the top of this letter.**

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N  
 Highways Service Partnership  
 Graham Muir, Traffic Engineer  
 Traffic Management  
 City Depot & Recycling Park  
 Southampton  
 SO15 0LJ

**Highways Service Partnership**

**Balfour Beatty**



**SOUTHAMPTON CITY COUNCIL**

**Title** *Map showing location of Permit Parking Zones 1-12 and 16*

**Key**

- Zone 1: Polygon*
- Zones 2 & 3: Woolston*
- Zone 4: Newtown / Nicholstown*
- Zone 5: Bevois Town*
- Zones 6, 9, 10, 11 & 12: Bassett, Hampton & Highfield*
- Zone 7: Cxford*
- Zone 8: Freemantle*
- Zone 16: Shirley*

**Plan Number:** GMRPSv1

**Date:** 16/9/13

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# Agenda Item 1

Summary of representations opposed to proposed Permit Charges		Appendix 3
<b>Finance</b>		
This is a revenue generation measure or tax levy by the Council		132
There is no commitment as to where this money will be spent or publically accounted for		10
Road tax, income tax, council rent/ tax, permits, parking charges & pcn revenue should fund these schemes.		172
A nominal or lower charge for first permits would be more appropriate and possibly acceptable		11
Charge for Temporary Resident's permit is too high		1
There is no indication that the charge for permits will not increase or charges will increase		23
<b>Total number of respondents making representations in relation to Finance</b>		<b>285</b>
<b>Fairness</b>		
Unaffordable and / or unfairly impacts on lower income households (without off-road parking or only one vehicle)		139
Discrimination for some residents have to pay for parking when other residents or non-residents do not.		47
It is not right to charge residents to legally park outside their own property on the public highway		127
<b>Total number of respondents making representations in relation to Fairness</b>		<b>260</b>
<b>Planning</b>		
The Council have caused the parking problems through allowing HMOs/developments without adequate parking		34
The Council should make UoS provide parking for staff and students and/or pay for schemes		39
The Council should make SGH provide parking for staff and students and/or pay for schemes		18
<b>Total number of respondents making representations in relation to Planning</b>		<b>85</b>
<b>Permit Parking</b>		
The permit restrictions/service or proposals are not providing enough benefit to residents		115
Permit or other restrictions are not being effectively enforced		71
Should not be charging without a parking space or providing enough parking for residents (and visitors)		64
Permit charges will encourage residents to remove from gardens and replace with off-road parking		15
Displace parking to no waiting restrictions or to other unrestricted roads or parking areas		13
Stadium scheme should not be excluded		1
Need to be extended or amended to protect residents from non-resident or commercial parking (day, evening, week-end)		55
Never asked for, opposed or should now consult over removal of restrictions		52
Will depress property prices		4
<b>Total number of respondents making representations in relation to Permit Parking</b>		<b>252</b>
<b>Public Transport &amp; Other Benefits</b>		
Public transport or cycling inadequate and / or too costly as an alternative to owning a car		38
Do not improve public transport, road safety, congestion and carbon emissions or reduce obstructive parking		46
<b>Total number of respondents making representations in relation to public transport or other scheme benefits</b>		<b>78</b>
<b>Legal</b>		
No evidence or insufficient case or questioning the legality of proposed charges		60
Letter was not sent with to a named addressee or on a headed envelope or in time or not received		9
Email address for responses was wrong		1
Should not have consulted as it will be implemented anyway		1
Should not be using the internet for communicating information		1
Should be using the internet for communicating information and allowing wider consultation		1
Not included in manifesto of Labour Party		2
Should not have been sent out during peak holiday period or consultation period needs to be extended		11
Did not engage community groups or hold public meetings or consult effectively		1
Should be decided by Cabinet not Officers in a public meeting		4
<b>Total number of respondents making representations in relation to Legality</b>		<b>78</b>

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## 1) Representations from East Bassett Residents' Association (EBRA)

Dear Mr Ivory

### Consultation on Charges for Residents Parking permits in Zones 1-12 & 16

On behalf of this Association which includes Zone 9 and part of Zone 10, I make the following objections to the introduction of a charge for a Resident's First Parking Permit and the introduction of a Temporary Resident Parking Permit.

The reasons for objection are as follows:

#### £30 charge for first parking permit

- Nearly all of the zones covered have been created because the presence of large institutions of higher education or proximity to the General Hospital bring a high volume of traffic affecting residential streets together with obstructive on-street parking by non-residents.
- Residents within those zones with more than one car in the family already pay to park a second car near to their own homes.
- Residents within those zones have the disadvantage of needing to ensure the use of visitors' parking permits for their visitors in order to avoid a fine.
- The greatest burden of meeting costs for parking in their own street falls on houses where there is little or no space to get cars off the road, such as in the Flower Roads which form part of this Association.
- Whole swathes of the City have no restrictions placed on parking in their own streets, are free from excessive traffic and obstructive on-street parking, do not have to make special arrangements for parking when a relative or friend calls or a tradesman mends a broken window.
- The benefits of managed parking listed in paragraph 3 of Mr Harvey's letter of 16 August affect everyone using roads so managed and the cost should be shared by all rather than the burden fall solely on the already inconvenienced people living where the weight of traffic and on-street parking has necessitated the creation of parking zones in residential streets.
- Unless everyone in the City, using the public road to park a car, pays an equal fee to do so it is unjust and discriminatory to charge those who happen to live in residential streets in a parking zone created by the Council in order to maintain normal traffic flow.
- This Association opposes the imposition of a first car charge of £30.

#### £15 Temporary Resident Parking Permit

- Introduction of a charge would only be acceptable if payment of a fee would not lead to an increase in the number of applications.
- Concern has been expressed by members of this Association that users of temporary permits might be students and encouragement of any additional parking by use of such permits would undermine the aims of residential parking schemes in the reduction of on-street parking.
- Introduction of a charge would only be acceptable if the circumstances for issue of a temporary permit will be clearly laid down and firmly adhered to.
- Introduction of a charge would only be acceptable if it is shown that the income gained would be significantly greater than the administrative cost of collecting the money.
- Any increase in the use of temporary permits would place a greater burden on Traffic Officers which could lead to a greater incidence of unrecorded infringements.

## Appendix 4: Resident Association, Petition and Ward Councillor Responses to Public Notice (continued)

### 2) Representation on behalf of Highfield Residents' Association (HRA)

This is a provisional comment made on behalf of the Highfield Residents' Association, pending its committee meeting on 9th September. There are questions raised (in bold) below to which response is needed before the end of the consultation period so that a supplementary response can be made. **Please confirm by return that you will be providing these responses in time.**

We are encouraging members to respond to the consultation on their own behalf also, but some may not do so in the knowledge that the HRA is representing their interests. **Please therefore give this response weight that reflects the fact it represents the views of multiple residents.**

The comment is provisional because the Association's committee meets monthly - not an unusual pattern for many community groups. Your consultation period however started after our August meeting and is intended to finish before our September meeting (on Monday 9th). This is the subject of our first objection.

Our comments are:

1) The consultation period is too short for many to respond - it does not allow time for the monthly meeting cycle of associations such as the HRA to consider the proposals. Furthermore it is taking place during the main holiday period for the UK when many anticipated respondents will be away from home. If this was inadvertent then it is incompetent. If it was not inadvertent then it is cynical, as its only effect can be to deprive people who may have wanted to comment the opportunity to do so. **Please confirm by return that the consultation period will be extended until at least 16 September. Assuming that is agreed, could you please respond by 9 September to the queries we raise, to enable a return response in time.**

2) The consultation letter dated 16 August is not clear to those without a prior knowledge of the terminology used. This writer for one has no idea what 'Residents First Parking Permits' refers to. Is it the first permit issued to any particular resident? Or is it a sobriquet describing the fact that residents are meant to come first in the allocation of permits? Or some other meaning? What is a 'Temporary Resident Parking Permit? Is it a permit for a someone who intends being resident only for a short time in the area? Or is it a temporary permit for any resident? And is it valid only for 3 months, or only in those areas where currently no charges are levied. How does this relate to the visitor parking permits that residents have to enable friends etc to park nearby for a day or so? Is it the same thing? If so, why have they only got a life of 3 months, when what is needed is a supply that can be used as and when over a much longer period? **Please respond to these queries.**

3) The Council's logic for the schemes being self funding and not being subsidised from other budgets is understandable. However the main cause of the need for the parking schemes in the HRA area is the University. Before its expansion over the last 20-30 years there was no need for parking controls on residential streets nearby. It should thus be the University who is responsible for the funding the parking schemes, not residents.

4) The implementation of the scheme in the Battle roads/Highfield Road was paid for by the University as part of the planning agreement for the Avenue Campus permissions. That agreement should have included a commuted sum for ongoing maintenance/management of the scheme. If it did not, that was a failure of the officers who drew up the planning agreement/Panel who agreed it, for which residents are now being asked to pay. If it did, then there is no legal justification for charging residents, at least within the Avenue Campus hinterland. **Please clarify the position on this matter.**

#### **Appendix 4: Resident Association, Petition and Ward Councillor Responses to Public Notice (continued)**

5) Similarly, many recent developments such as Boldrewood, the new buildings either side of University Road and redeveloped halls of residence should have been subject to s106 planning agreements and a DAS which should have explained what transport arrangements were being made for the additional activity generated by those buildings. The inevitable result of the increased activity and what is presumed to be sustainable transport encouragement would have been known to be the control of on-street parking in the area to manage the effects of the inability/unwillingness of the developer to meet the full anticipated parking requirements on its own land. For this there should have been s106 monies required by SCC of the developer to finance not only specific works, but the ongoing cost of managing the schemes. If these monies were not required by SCC then this is a failure of its responsibilities for which residents (already inconvenienced by the destruction of family housing areas through the creation of HMOs - its self a result of the failure of the University to meet the accommodation requirements of the additional students that result from its expansion plans) are being asked to pay. In other words, are residents are being asked to subsidise the business cost of the University because SCC has failed to apply its statutory powers effectively? If commuted sums have already been taken to administer residents' parking schemes, then the current proposal is of suspect validity and could mean that the University could apply in the courts for return of previously paid monies. **Please therefore confirm by 9 September the position on s106 requests and payments for transport/parking (including management of residents' parking schemes) in association with planning permissions granted to the University over the last 20-30 years.**

6) If there have previously been insufficient or no monies received from the University towards the administration of residents' parking schemes, has the University been asked to make an adequate contribution voluntarily, given that it is the sole cause of the need for schemes in the Highfield area? **Please confirm the position.**

## Appendix 4: Resident Association, Petition and Ward Councillor Responses to Public Notice (continued)

### 3) Representation by Newtown Residents' Association with Petition (146 people)

Dear Mr. Ivory,

Re: Consultation on Charges for Residents Parking Permits in Zones 1 – 12 & 16

Your letter seeking residents' views on the proposed introduction of new charges for residents' parking schemes was brought to the Annual General Meeting of the Newtown Residents Association on 20<sup>th</sup> August 2013 for consideration by attendees.

Please note that the letter was sent on the 16<sup>th</sup> of August, however the residents in this area did not receive the letter until approximately 4 days later. This did not give the full 21 days consultation period, however following discussions amongst those present, the decision voted for was to reject both the proposed £15 for Temporary Resident Parking Permits charge, valid for three months, and the £30 per year charge for the Residents First Parking Permits.

Their reasons stated are as follows:

#### Resident First Parking Permits

Many people are required by their jobs to be car owners & drivers and some local households have one vehicle only. This resident and car owner already pays road tax and their council tax and has no alternative, in a terraced homed street with no front garden area, to park the vehicle anywhere except the road.

There is no security in parking in the street, and absolutely no guarantee for the resident that they will be able to park in their own street.

Due to visitors to the local hospital, businesses and places of worship all located in this area, the resident may be obliged to park several streets from their home.

This uncertain parking arrangement is reflected in increased premiums on car insurance.

Insurance companies realise the likelihood of damage to a vehicle not parked on the residents' property and not within view of the householder, is greatly increased through on street parking.

The residents therefore object to being penalised by yet further charges imposed on First Parking Permits holders.

#### Temporary Resident parking Permit

A resident may have to change their vehicle. In the period of time spent waiting for the vehicle log book and documentation to come through, the resident/ driver takes time out of work to go to Gateway and request a temporary parking permit. If it takes about a week for documentation to come through, this will mean the car owner will have paid twice: £15 for the temporary permit followed by £30 for the permanent parking permit, on top of having to take time out again to return to Gateway and go through the process of applying for a permanent parking permit.

Newtown Residents Association members wish to declare their objections to:

- the proposal of First Parking Permit holders being charged to park somewhere in their Zone and
- to the proposal of £15 being charged for Temporary Resident's Parking Permits on top of the fact that visitors permits now cost £6 per book of 10.

#### Appendix 4: Resident Association, Petition and Ward Councillor Responses to Public Notice (continued)

In times when people's work requirements so often necessitate having a vehicle, and when petrol costs are higher than they have ever been, the proposal of more charges for no extra service to the resident/ car owner is not considered to be acceptable and could be unviable for those already on very limited household income.

An example of those who may find this unviable are the many care workers amongst our residents. In many cases they are the main source of household income due to unemployment in their household. Care workers wages are not high and their working day is often very extended due to the nature and timing of their work. Care worker agencies pay extremely low car mileage and the introduction of First Parking Permit holder charges on a single car and often single wage household will have a detrimental impact on earnings.

The Newtown Residents Association wish to recommend that Southampton City Council reconsiders these new charge proposals.

#### 4) Representation from a Trustee of the Portswood Resident Gardens Trust

Subscribers make up nearly 90% of the households in the Portswood Resident Gardens Conservation Area (PRGCA) which includes a number of the roads within Zone 12.

We object to the proposed introduction of new charges for the residents parking scheme in vicinity of the PRGCA for the following reasons:-

1. The RPZ 12 was extended early in 2012 to include Abbots Way and Russell Place. The improvements to access and health and safety for residents has been welcomed and residents have accepted they must pay a charge if they require more than the first permit. However, the imposition of a charge for the first parking permit is now seen as another unwelcome tax by the Council, particularly when many households are under financial pressure. The imposition of this charge is particularly unwelcome in the PRGCA as most residents consider the problems caused by non-resident parking are mainly generated by the University of Southampton failing to manage the demand for parking facilities by its staff and students.
2. The Council has in the past recognised the importance of the management and control of all day parking in residential areas by non-residents and, until now, have maintained the principle of first Residents Permits being free of charge. This approach has been welcomed by residents and should be maintained. The imposition of the charge for the first Residents Permit is particularly contentious in the PRGCA where the majority of households are paying Council tax in band F, G or H.
3. We are also concerned that the consultation period for this proposed change is too short and has not been sufficiently well advertised to allow those household that will be affected by the proposed charge to become aware of the proposal and respond within the consultation period.
4. The principle that the parking scheme should not be an additional financial burden on the Council's already strained resource is understood. However, there is a strongly held view that as the main cause of the problem of non-resident all day parking is caused by the University, it is the University that should be required to meet the cost of a parking scheme to mitigate the problem it has created and failed to manage effectively.
5. Given the recent developments at the University such as Bolderwood, the new buildings either side of University Road and the redeveloped halls of residence, there has been ample opportunity for the Council to negotiate terms by means of s106 conditions in the granting of planning permission whereby appropriate parking

#### **Appendix 4: Resident Association, Petition and Ward Councillor Responses to Public Notice (continued)**

arrangements and ongoing financial contributions could be required as a condition of the planning permission. Failure to obtain such mitigation and safeguards to offset the increased demand for parking reflects poorly on the competence of the Planning Department. Furthermore, it now appears a proportion of the cost of this failure is being imposed on local householders through the imposition of these charges for first parking permits.

These additional charge should not be imposed on local residents and household. The University should, as a condition of granting permission for future development, be required to provide sufficient funds to effectively manage the parking problem they have created in the PRGCA and RPZ 12.

I look forward to hear that this proposal to impose a charge for the first Residents Parking permit is withdrawn.

#### **5) Representation by Coxford Ward, Councillor Thomas and Councillor Morrell**

Consultation on Charges for Residents Parking Permits in Zones 1-12 and 16

We wish to jointly object to the proposed charges for residents' parking permits in Zone 7 (Coxford).

We trust that, although the consultation period has just ended, our objection will be registered.

Residents' parking zones were created in Coxford Ward because of the parking pressures caused by the close proximity of the General Hospital. Patients, visitors and staff were using neighbouring roads to park in order to avoid the cost of parking on the hospital site. Prior to the introduction of parking permits residents had to put up with wholly unacceptable levels of street parking, made worse by the fact that many houses in Coxford do not, and cannot, have off-road parking. Despite the introduction of parking restrictions, residents still have to contend with 'illegal' parking even during the periods the restrictions are in force.

Councillor Simon Letts was quoted in the 'Daily Echo' on 6 September 2013 as saying "The council subsidises parking permit schemes across the city, and that costs £230,000 a year to do. This scheme will fund half of that. We're currently asking ratepayers across the city and not in permit zones to fund a service they don't receive, and we think that the balance is right that the council should charge a relatively small sum which seems a fair compromise."

Councillor Letts, assuming he is quoted correctly, seems to be saying that the residents of Coxford are receiving a 'service' which other residents across the city do not receive. The residents living in parking zones in Coxford had to put up with their roads being used as overflow car parks for the General Hospital. Parking restrictions were introduced in recognition of an intolerable situation. In no way can that be interpreted as a 'service'.

To suggest, as does Councillor Letts, that the City Council is acting equitably in that City ratepayers are being relieved of a financial burden by placing it onto the residents of Coxford, is disingenuous. The people who use residential roads in Coxford to park up while they are at the General Hospital, for whatever reason, come from all over the city and from outside it. Coxford residents should not be financially penalised for the failure of the Hospital authorities to provide adequate parking on-site at a reasonable cost to staff, patients and visitors.

#### **Appendix 4: Resident Association, Petition and Ward Councillor Responses to Public Notice (continued)**

Obliging Cxford residents to pay more for the privilege of (possibly) parking outside their own homes is unreasonable and unfair and is penalising them for having the misfortune to live in close proximity to a very busy hospital.

Councillors Keith Morrell and Don Thomas Cxford Ward

#### **6) Petition from residents of Dale Valley Road**

##### **DALE VALLEY ROAD RESIDENTS' PETITION**

We, the undersigned, being residents of Dale Valley Road, Southampton, hereby register our Objection to the City Council's proposal to introduce new charges for residents' parking permits.

We do not believe that the City Council has stated any relevant or good reasons to introduce any new residents' parking scheme in this area and therefore any new residents' parking charges are improper and unjustified.

**233 signatures**

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# Agenda Item 1

## Table of Bus Service Changes by Area July 2013

Appendix 5

(Routes affected by £404K reduction in Council subsidy in 2013/14 are shown in bold)

Area	New number	Change
Aldermoor	12	Service 2A renumbered 12 and evening service introduced
Bassett	W1	New hourly service operated by Wheelers Travel between Romsey – Southampton introduced
Bassett Green	5	Every 30 mins two way loop in Bassett Green
Bedford Place	S1, S2	Service 5 and 10 withdrawn and replaced by S1 and S2 off peak only
Banister Park	S1	Service 5 diverted via Inner Ave and service 10 withdrawn. Replaced by off peak S1
<b>Bitterne</b>	<b>9</b>	<b>Evening journeys on service 9 withdrawn</b>
Bitterne Park		No change
<b>Freemantle</b>	<b>S1</b>	<b>S1 reduced to hourly off peak, service S2 no longer serves X2 withdrawn</b>
General Hospital	3, 10, 12, <b>S1, S2</b>	8A withdrawn and replaced by service 10 hourly but no Saturday buses. <b>S1 reduced to hourly off peak only. New service S2 RSH – General Hospital hourly off peak via St James Road</b>
Harefield	13	Every 20 mins hourly evenings. No Sunday buses
Highfield	W1, U1	Service P1 withdrawn and replaced by new hourly service W1 Southampton – Romsey operated by Wheelers Travel. Service U1 increased to every 7 to 9 mins
Lords Hill	1, 3, 12	Service 2A renumbered 12.
Merry Oak	12	Service renumbered 12 and direct to general Hospital introduced
Millbrook Est	2	X2 withdrawn replaced by 2 every 6 mins via Redbridge Hill and Shirley
Millbrook r/b	Bluestar	X2 withdrawn, alternative Bluestar services
<b>Northam</b>	<b>8, 8A, 9</b>	<b>Evening service on service 9 withdrawn.</b>
Peartree	13	Buses terminate at central station instead of Lords Hill. Sunday service withdrawn but alternative available on Bluestar 3
Portswood	W1	New hourly service Southampton – Romsey by Wheelers Travel
<b>RSH</b>	<b>S1, S2</b>	<b>Service S1 replaced by S2 which will operate to General Hospital via St James Road off peak</b>
<b>Regents Park</b>	<b>S1</b>	<b>Service S2 withdrawn and replaced by hourly off peak</b>
Shirley	2, 12. <b>S2</b>	New service 2 every 6 mins, service 2A renumbered 12, service 10 withdrawn from St James Road but Velvet S2 covers off peak
Sholing station		No change
<b>Sholing (Montague Ave)</b>	<b>9</b>	<b>Evening buses withdrawn</b>
Thornhill	13	Service 2A renumbered 13, evening journeys withdrawn
Townhill Park	12	Service 2 renumbered 12 and serves General Hospital
Upper Shirley	10, <b>S1, S2</b>	<b>Service 8A withdrawn and replaced by service 10 hourly Mon – Fri. Service S1 reduced to off peak only. Service S2 to replace service 10 on St James road</b>
Weston	11	Service 1 renumbered 11, Sunday buses increased to every 15 mins
Woolston	11, 12, 13, R1	Service 1 renumbered, 2 renumbered 12 and 2A renumbered 13. Service 1A replaced along Jurds Lake way by R1.

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# Agenda Item 1

Appendix 6

<b>Representations in relation to Temporary Resident Permits</b>	
<b>Representations in relation to Temporary Resident Permits</b>	
The charge for a Temporary Resident's Permit is excessive	6
Should not be charging or Temporary Resident's Permits	17
The charge for a Temporary Resident's Permit should be higher	4
No issue with or support £15 charge	6
What steps will there be to prevent misuse	2
Will add to administration costs	1
Should not be issued to holder's of non Uk registered vehicles	1
Charges can be increased at any time	1
Representation made in relation to perceived replacement of Visitor / and or Second Permits	12
Opposed to introduction of Temporary Residents Permits	4
Not sure what a temporary resident permit is or why it is being introduced	3
<b>Total number of respondents making representations in relation to Temporary Resident Permits</b>	<b>18</b>

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# Agenda Item 1

## Appendix 7

Alternative options to the proposed charges included within representations	
Alternatives	
Focus on residents parking illegally or obstructively in other roads	1
To get money from Banks or Central government	1
Increase taxes	3
Boost city economy to raise revenue	1
Use voluntary unpaid staff to reduce costs	1
Should be funded through enforcement costs	4
Senior Citizens or people on low incomes or occasional users should be exempt or have reduced fees	18
Introduce fortnightly bin collections	1
Provide residents with or lower charges for dropped kerbs	8
Could raise enforcement revenue from issuing penalty notices for parking over the footway	1
Use enforcement resources more effectively or increase enforcement	26
Reduce enforcement	1
Introduce Pay & Display parking to charge non-residents	8
Increase city centre or other non resident parking charges	6
Increase Charge for second permits or multiple car owners	19
Raise charges for fines	8
Outsource operation of schemes to Private sector	1
Increase or share costs through Council Tax	3
Cut Council expenditure and waste	24
Improve Cycle routes	1
Charge for leaving wheelie bins on pavement	2
Council provide parking for Hospital Workers	1
Should not apply to permanent residents or residents with one vehicle	3
Simplify permits and / or use automated on line application processing and permit issuing	4
Increase charges for HMO's / Students or other specified groups	6
Should not apply to disabled people with Blue Badges	3
Only charge resident's with off-road parking	1
Increase rent charges	1
Offer third vehicle permits	3
Reduced time period and reduced lengths of no waiting / no waiting at any time restrictions	3
Introduce 5 year pass to reduce handling charges	0
Charge everyone in Southampton to park	4
Provide Park & Ride and improve public transport	4

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**Transport, Highways and Parking Division**  
**Parking Services**  
Southampton City Council  
PO Box 1098  
Southampton  
SO14 7WE

# Agenda Item 1

Appendix 8  
**SOUTHAMPTON  
CITY COUNCIL**

Direct dial: 023 8083 3008  
Text Relay: Dial 18001 before full telephone number  
Email: [parking.services@southampton.gov.uk](mailto:parking.services@southampton.gov.uk)  
Please ask for: John Harvey

Fax:  
Our ref: RPSFirst-email  
Your ref:  
Minicom:

«Objector\_Title» «Objector\_FirstName» «Objector\_Surname»  
«Address\_1»  
«Address\_2»  
«Address\_3»  
«City»  
«Post\_code»

Date: 3<sup>rd</sup> October 2013

Dear «Objector\_Title» «Objector\_FirstName» «Objector\_Surname»

## **PROPOSED CHARGES FOR RESIDENTS PARKING PERMITS IN ZONES 1-12 & 16**

Thank you for taking the time to respond to the consultation about proposed charges for the First Resident Parking Permits and Temporary Residents Parking Permits. We received over 800 responses to the consultation and I am writing to advise you about what happens next.

Cabinet decided to adopt a policy of charging for these permits at the Cabinet Meeting on 16<sup>th</sup> July 2013. The Cabinet delegated authority to the Director of Environment and Economy to advertise the relevant Traffic Regulation Orders (TROs) and consider and determine any representations received to those proposals in accordance with the Council's procedures for determining Traffic Regulation Orders.

The Director of Environment and Economy will consider a Decision Report on 15<sup>th</sup> October 2013. The report will summarise the main points of the objections with officer comments and recommendations. The original responses to the public notice will also be available for reference.

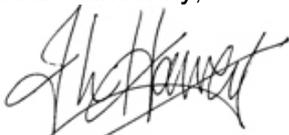
The Decision report will be available at the following web page Monday 5th October 2013.

<http://www.southampton.gov.uk/modernGov/ieListDocuments.aspx?CId=244&MIId=2781&Ver=4>

(The information can also be supplied by post by contacting Parking Services on 023 8083 3008)

Whatever the outcome of this decision, it is evident that many residents are dissatisfied with some aspects of the existing Residents Parking Schemes. We are looking at ways to understand more about these concerns to see how the Schemes can be reviewed and improved in the future.

Yours sincerely,



John Harvey  
**Highway Manager**  
Southampton City Council

**If you would like this letter sent to you in another format or language,  
please contact the number at the top of this letter.**

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## Supporting Financial Information

### On-Street Surplus 2009/10 to 2012/13

<b>ON-STREET</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>
<b>INCOME</b>	£4,097,166	£3,878,574	£3,681,682	£3,656,525
<b>EXPENDITURE</b>	£3,141,578	£3,137,661	£2,638,995	£2,579,726
<b>OPERATING SURPLUS</b>	£955,588	£740,913	£1,042,687	£1,076,799
<b>SURPLUS USED IN YEAR</b>	£657,000	£1,126,000	£864,408	£757,098
<b>AVAILABLE SURPLUS</b>	£298,588	-£385,087	£178,279	£319,701

## Supporting Financial Information

### Use of On-Street Surplus 2009/10 to 2012/13

Use of On Street Surplus	2009/10	2010/11	2011/12	2012/13
<b>Funding for Revenue Services</b>				
Staffing for CCTV Control Room	£60,000	£61,000	£60,600	£60,600
Maintenance for Off Street Car Parks	£90,000	£80,000	£115,062	£63,740
MSCP Maintenance Programme	£103,000		£103,135	£44,040
Legal support for Network Management	£26,000		£25,900	£24,600
Legal Retainer		£26,000		
Replacement Handheld Devices		£111,000		
Traffic management schemes	£15,000			
Transport Feasibility schemes		£334,000	£25,612	£30,526
Transformation Projects		£8,000		
<b>Funding for Capital Schemes</b>	<b>£363,000</b>	<b>506,000.00</b>	<b>£534,096</b>	<b>£533,592</b>
(Installation of Traffic Signals & Multi-Storey Car Parks Refurbishment Programme & Roads)				
<b>Total</b>	<b>£657,000</b>	<b>£1,126,000</b>	<b>£864,408</b>	<b>£757,098</b>

<b>Name or Brief Description of Proposal</b>	<b>Charging for Residents First Parking Permits</b> To implement a charge of £30.00 for Resident First Parking permits and £15.00 for Temporary Residents Permits in Zones 1-12 & 16 from 1 <sup>st</sup> November 2013
<b>Brief Service Profile</b>	Parking Services provides a 7 day a week operation, 52 weeks a year. The service is responsible for the management of on and off street parking, and the Itchen toll bridge
<b>Summary of Impact and Issues</b>	These new charges will apply to all residents in these Residents Parking Zones who wish to park their vehicle in the zones during the hours of operation. The charges are necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their benefits.
<b>Potential Positive Impacts</b>	Residents Parking Schemes: <ul style="list-style-type: none"> <li>• Limit extraneous traffic and parking</li> <li>• Improve safety</li> <li>• Reduce congestion</li> <li>• Improve health through less pollution</li> </ul>
<b>Responsible Service Manager</b>	John Harvey Highways Manager
<b>Date</b>	

<b>Approved by Senior Manager</b>	Frank Baxter Head of Transport, Highways and Parking
<b>Signature</b>	
<b>Date</b>	

## Potential Negative Impacts

Impact Assessment	Details of Impact	Possible Solutions
<b>Age</b>	No specific impact Zones 1-12 & 16 cover different areas of the City and do not impact disproportionately on age	Carers permits are available for health care professionals
<b>Disability</b>	No specific impact	<ul style="list-style-type: none"> <li>• Blue badge holders can apply to have a bay provided outside their homes.</li> <li>• Blue badge holders can park in Residents Parking Bays unlimited.</li> <li>• Carers permits are available for health care professionals</li> </ul>
<b>Gender Reassignment</b>	No specific impact Zones 1-12 & 16 cover different areas of the City and do not impact disproportionately on any gender	
<b>Marriage and Civil Partnership</b>	No specific impact Zones 1-12 & 16 cover different areas of the City and do not impact disproportionately on marriage or civil partnership	
<b>Pregnancy and Maternity</b>	No specific impact	Carers permits are available for health care professionals
<b>Race</b>	No specific impact Zones 1-12 & 16 cover different areas of the City and do not impact disproportionately on any race	
<b>Religion or Belief</b>	No specific impact Zones 1-12 & 16 cover different areas of the City and do not impact disproportionately on any religious groups.	Staff work with religious groups to enable events to take place with minimum disruption
<b>Sex</b>	No specific impact Zones 1-12 & 16 cover differing areas of the City and do not impact disproportionately on either sex.	

<b>Sexual Orientation</b>	No specific impact Zones 1-12 & 16 cover differing areas of the City and do not impact disproportionately on any religious groups.	
<b>Community Safety</b>	No specific impact Zones 1-12 & 16 cover differing areas of the City. Crime or fear of crime will not be effected by these proposals	
<b>Poverty</b>	No specific impact Zones 1-12 & 16 cover differing areas of the City and do not impact disproportionately on income groups. Ability to pay the £30.00 may be an issue in low income families	Proposed cost is 60p a week. In cases of hardship, arrangements to pay in instalments can be arranged
<b>Other Significant Impacts</b>	Residents in these zones would pay £30.00 for a permit to park, while residents in other parts of the City are able to park for free.	Residents in these zones need to have parking controlled for safety, congestion and to remove extraneous traffic. There is a cost to provide this service.
	The charge of £30.00 is the same for all Residents in the zones regardless of their circumstances.	The Council cannot administer a scheme that sets each permit charge based on an individual's needs or ability to pay.
	Some discrete Residents Parking Schemes in the City have a higher annual fee	In these areas the fees are set based on the nature of the facility and the benefit being provided
	Multiple car ownership families are disadvantaged	The charges for each residents car are the same regardless of the number of vehicles owned.

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