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| DECISION-MAKER: | OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE |
| SUBJECT: | PARKING BUDGET PROPOSALS AND THE RELATED POLICY REVIEW |
| DATE OF DECISION: | 24 JANUARY 2013 |
| REPORT OF: | CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT |
| STATEMENT OF CONFIDENTIALITY | |
| None | |

BRIEF SUMMARY

This report outlines the budget proposals currently being consulted on relating to parking, provides an update on the review of parking policy and indicative timescales for further work.

RECOMMENDATIONS:

- (i) That the Committee discuss the issues raised within the report and make recommendations as appropriate.

REASONS FOR REPORT RECOMMENDATIONS

1. In response to an email request from the Chair of Overview and Scrutiny Management Committee.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. None

DETAIL (Including consultation carried out)

3. Parking Policy

Current parking policy in Southampton was adopted by Cabinet in March 2008, following a comprehensive study by Halcrow in 2007. Subsequently, other relevant policy framework documents have been revised and updated, including the Local Transport Plan (LTP) and City Development Plan Documents (DPD) and at a national level, the recently adopted National Planning Policy Framework was published earlier this year.

In 2011, the City Council adopted the Parking Standards Supplementary Planning Document (SPD), which provides parking standards for new developments in all parts of Southampton except the city centre. The City Centre Action Plan (CCAP), which will be formally submitted in 2013, will contain proposed parking standards for new development within the city centre.

4. Manifesto Commitments

To review car parking charges in the city centre. This means dropping some prices to encourage use, help business and help city centre residents with parking.

To increase the number of residential parking spaces by using marked bays on roads and creating small car parks on council owned land.

5. **Draft Budget Proposals 2013/14**

There is scope to reduce short stay on-street car parking charges in the city centre, although this is likely to have a negative impact on revenues. This could potentially be offset by other changes to charging across the city as a whole. The draft budget presented the following options for consideration which are now subject to consultation:

(i) Introduction of evening charges - £300K 13/14, £500K 14/15 ongoing

Currently there is no charge for on and off street evening parking in the City Centre with the exception of multi-storey car parks. This change would bring the council in line with competitors and other neighbouring authorities.

Private sector parking operators in Southampton City Centre either charge up to midnight or for 24 hour parking. A number of other cities in the South charge for evening parking.

Currently customers parking in the city during the day in effect subsidise the night time economy. Evening charges could be introduced as part of an overall review of charges in conjunction with item (iv) below.

(ii) Introduction of charges at District Centre car parks - £70K 13/14 ongoing

Currently in District Centre car parks parking is free for up to 5 hours with a single charge of £5 a day thereafter. The introduction of an hourly 50 pence rate would simplify enforcement and generate additional income.

The car parks affected would be Lances Hill (Bitterne), Angel Crescent (Bitterne), Whites Road (Bitterne), Westridge Road (Portswood), Oakbank Road (Woolston), Portsmouth Road (Woolston), Howards Grove (Shirley) and Marlborough Road North (Shirley).

The introduction of concessions for residents where a short stay permit is issued at a price to cover cost could retain the free parking for local residents whilst simplifying enforcement and providing more control over the use of the car parks. A common criticism from local businesses being that these car parks are used as a park and ride option reducing available parking for customers. A charging and permit scheme would also offer control over the number of spaces available for long stay.

(iii) Charge for first residents permit - £115K 13/14, £130K 14/15 ongoing

Currently the first resident permit issued for a property is free. Introduction of an annual charge of £30 is proposed. Currently where Southampton residents who do not live within residents permit schemes are subsidising those who live within such schemes. Charging for the first permit to cover the cost of issuing them would make the whole premise of permit parking much fairer.

(iv) Review of parking charges - £250K 13/14 ongoing

There has been no increase in charges since 2009. It is proposed that some charges will increase and some will decrease, but with a net 5% increase in overall income.

The usual 5 minutes grace has already been extended to 10 minutes to allow time for quick retail purchases to stimulate business in certain areas of the city.

**(v) Shared use of on-street parking bays for residents parking - £50K
14/15 ongoing**

Where capacity allows, annual residents parking permits could be offered to residents in the city centre. Further work to determine demand and cost of the permit would need to be carried out. It is likely that residential areas where there is a demand would need to be considered on a case by case basis to avoid a shortage in supply of general parking spaces. The Core Strategy and CCAP are proposing an additional 5,500 new homes in the city centre over the twenty year period to 2026. A more flexible approach on the provision of new residents' parking provision would be helpful to deliver these new homes.

The introduction of this change is in conflict with existing parking policy, which would need to be reviewed and changed in the light of this proposal. This will be part of a comprehensive review of the existing parking policy.

6. Progress to date

Work is progressing to develop the budget proposals detailed above to enable implementation as soon as approval has been obtained following consultation.

Feasibility work has been undertaken to consider increasing residential spaces by using marked bays on roads. This may be difficult to address in many areas, as formalising parking arrangements can often lead to a reduction in overall provision, due to the need to provide adequate visibility at side road junctions and provide adequate width to accommodate access by all vehicles, including emergency service vehicles. A TRO may need to be processed to make these changes.

7. Timescales

All of the budget proposals outlined above once approved will require the advertisement of a Traffic Regulation Order (TRO). In addition to this, as the provision of resident only parking within the city centre is contrary to current parking policy, Cabinet approval would also be required to amend the policy. Apart from Shared use of on-street parking bays for residents parking, which is not due for implementation until 2014, the other items are programmed for implementation in 2013 subject to TROs and any objections. Those schemes that are approved as part of the budget process will probably be introduced around September 2013.

Securing the necessary Cabinet approval to amend the existing parking policy to allow delivery of city centre resident permits would be possible in Summer 2013. Processing the necessary TRO would then take at least a further 6 months, meaning the scheme could be introduced towards the end of 2013.

There have been historical programmes to deliver small car parks on Council land. Feasibility work could be commissioned to identify locations where these could be implemented, for potential inclusion within the Environment and Transport Capital Programme. The feasibility work would identify the costs of these schemes and proposed sources of funding. Any schemes physically remote from the public highway would require planning consent. Providing funding is identified and feasibility work is commissioned quickly, it should be possible to identify a programme of works for the 2013/14 E&T Capital programme.

RESOURCE IMPLICATIONS

Capital/Revenue/Property/Other

8. Potential implications for revenue budgets to support necessary changes to Traffic Regulation Orders and for the 2013/14 E&T Capital programme as indicated above.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

9. As indicated in the report.

Other Legal Implications:

10. None.

POLICY IMPLICATIONS

11. Parking policy implications as indicated above.

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| KEY DECISION? | No | | | |
| WARDS/COMMUNITIES AFFECTED: | All | | | |

SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

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| 1. | None |
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Documents In Members' Rooms

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| | None |
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Integrated Impact Assessment

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| Do the implications/subject of the report require an Integrated Impact Assessment (IIA) to be carried out? | No |
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Other Background Documents

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. | None |
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