

DECISION-MAKER:	HEAD OF TRANSPORT, HIGHWAYS AND PARKING		
SUBJECT:	EVENING PARKING CHARGES		
DATE OF DECISION:	21 OCTOBER 2013		
REPORT OF:	BUSINESS OPERATIONS MANAGER		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY
None

BRIEF SUMMARY

On 16th July Cabinet approved the principle of introducing evening parking charges in the City centre and delegated authority to the Head of Transport, Highways, following consultation with the Cabinet Member for Environment and Transport, to determine the detailed proposals, including costs, permit schemes and administrative arrangements and to advertise Traffic Regulation Orders necessary for the introduction of those evening charges.

The proposals were advertised on 30th August in local newspapers, with an additional 500 street notices erected in the City Centre. The proposals which were originally advertised are shown in full in Appendix 1 and 2, with maps at Appendix 3 and 4.

In response, the Council has received 120 representations with concerns or objections, which have been summarised and reviewed as part of this report. The full representations are available to the decision maker as a background paper to this report. As a result of the representations received a number of modifications to the original proposals, to address the specific concerns of respondents, are being proposed. This report is presented to the Head of Transport, Highways and Parking for the representations to be considered and a decision on the charges to be introduced to be taken.

RECOMMENDATIONS:

Off Street

- (i) To approve the introduction of an Evening Charge of £2 for the proposed surface car parks from 6pm to Midnight. *(see Appendix 2 (a) recommended charge as originally advertised)*
- (ii) To extend the maximum number of Crosshouse Hard permits available to 400 per year for staff and members of organisations represented by the Crosshouse Water Users Group. *(modified proposal extending existing permit provision in response to*

representations received)

- (iii) To approve the reduction in the charge for an Overnight Season Ticket from £250 to £150. *(see Appendix 2 (b) recommended reduction as originally advertised)*
- (iv) To approve the introduction of a new Resident Season Ticket at £375 for 6 months and £750 for 12 months for the car parks proposed. *(see Appendix 2 (d) recommended charge as originally advertised)*
- (v) To approve the introduction of a new 7 Day Season Ticket, available to any person, for 3 months at £300, 6 months at £600 and 12 months at £1200, for parking at any time, without charge, in the specified car parks. *(see appendix 2 (g) recommended charge as originally advertised)*
- (vi) To approve the withdrawal of the Pay as you Park (decrementing) Card and to withdraw the 5 Day Season Ticket. *(see Appendix 2 (e) and (f) recommendations as originally advertised)*

On and Off-Street

- (vii) To approve the introduction an Overnight Parking Pass, to be renamed Evening Parking Pass, without charge for issue on application to registered charity and voluntary organisations, with a maximum issue for 500 evening stays, subject to application and at the discretion of the Council. *(see Appendices 1 (c) and 2 c) recommendations as originally advertised)*
- (viii) To extend the eligibility for the Evening Parking Pass referred to in recommendation vii above to include other recognised societies and organisations contributing to the community, at a charge of £1 per evening stay, subject to application and at the discretion of the Council. *(modification to the advertised "Overnight Parking Pass" proposal in response to representations received)*

On-Street

- (ix) To approve the introduction of a flat rate evening charge of £2.00 from 6pm to 8pm in on-street Pay & Displays bays. *(see Appendix 1 (a) recommended charge as originally advertised).*
- (x) To approve the introduction of an Evening Season Ticket for Blue, Green, Purple or Grey Code on-street Pay & Display bays for city centre residents at £100 per year. *(modification to the proposal to only provide off street Residents Season Tickets, extending availability of such Season Tickets to on – street provision for a reduced charge - proposed in response to representations received).*
- (xi) To approve the introduction of an Evening & Week-End Season Ticket for Blue, Green, Purple or Grey Code on-street Pay & Display bays for city centre residents at £400 per year. *(modification to the proposal to only provide off street Residents Season Tickets, extending availability of such Season Tickets to on – street provision for a reduced charge - proposed in response to representations received).*

- (xii) To approve excluding Sunday from the days on which Evening Charges will apply. *(modified proposal in response to representations received)*
- (xiii) To approve the introduction of a new day time 2 hour stay in Central Core Red Code Outer bays at a charge of £4.00. *(see Appendix 1 (d) recommendation as originally advertised)*
- (xiv) To approve the introduction of a new day time 2 hour stay in Central Core Red Code bays at a charge of £4.00 and other changes to charges in this area. *(see Appendix 1 (e) recommendation as originally advertised)*
- (xv) To approve the introduction of a new East Street Code with a day time 10mins free parking period, 30mins for £1.30 and 60mins at £2.20 in place of the current charges of £0.80 for 20mins, £1.20 for 40mins and £2.50 for 60 minutes. *(see Appendix 1 (f) recommendation as originally advertised)*
- (xvi) To approve the charge reductions and restriction definitions stated in paragraphs g to k at Appendix 1. *(recommendation as originally advertised)*
- (xvii) To defer any decision on extending the parking restriction period in the evenings Monday to Saturday from 6pm to 8pm in the Polygon (Zone 1), until the effects of the other changes can be assessed. *(modified proposal in response to representations received)*
- (xviii) To approve excluding Rockstone Place from the evening restriction period. *(modified proposal in response to representations received)*
- (xix) To approve excluding the “Deanery South” development (Carpathia Drive, Rudd Way and Clench Street) from the evening restriction period. *(modified proposal in response to representations received)*
- (xx) To commission officers to undertake a comparative analysis of parking levels in the city centre streets surveyed (see Appendix 6) 6-12 months after Evening Charges commences and to bring forward proposals for any modifications to City centre parking charges deemed necessary in light of such analysis. *(new proposal in response to representations received)*

REASONS FOR REPORT RECOMMENDATIONS

1. Cabinet have approved the principle of introducing evening charges in the City centre to assist in prioritising parking in the City centre to ensure that the highway is adequately managed and controlled.
2. Recommendation ii would help address concerns from the organisations that membership and participation in water-based activities could be adversely affected by evening charging.
3. The reduction proposed in recommendation iii is intended to provide a low cost parking facility for people regularly parking in the City centre in the evening.
4. The proposal at recommendation iv provides a facility for residents requiring

- long stay parking at any time in the City centre car parks.
5. The proposal at recommendation v provides a facility for any person requiring long stay parking at any time in the specified car parks.
 6. The Decrementing Card prepayment card and the 7 Day Season ticket provide an alternative option to Pay as You Park cards and 5 Day Season Tickets.
 7. Recommendation vii is intended to reflect the Council's desire to support the staff and volunteers for these organisations in their work for the community.
 8. Recommendation viii would assist societies and organisations that contribute to the community, which are not registered charities or voluntary organisations meeting or with activities in City centre in the evenings.
 9. Cabinet have approved the policy of a flat rate evening charge to assist in prioritising parking in the city centre and having considered the representations received the Council is satisfied this remains a fair and reasonable proposal to ensure that the highway is adequately managed and controlled.
 10. Recommendation x would provide for most city centre residents an affordable alternative to paying evening charges per stay and provide non-residents regularly parking with an alternative On-Street Pay & Display evening parking option.
 11. Recommendation xi would provide a reduced cost option for residents or non-residents with regular evening and week-end parking needs in the City centre
 12. Recommendation xii reflects the representations received that most retail activities within the city centre close at 5pm and therefore there is reduced demand for on-street parking after this time on a Sunday.
 13. The new charge proposed at recommendation xiii is intended to allow an extended period of parking where necessary, but otherwise to encourage shorter stay parking to provide a higher turnover of predominantly customer parking.
 14. The new charge at recommendation xiv is intended to allow extended a parking where necessary, but otherwise to encourage shorter stay parking to provide a higher turnover of predominantly customer parking. Other charges without change to the period of stay may be amended by notice of variation
 15. The proposed 10 minute free charge is intended to allow very short parking stays (e.g. for pick-up or drop-off), whilst rebalancing with a 30min period of stay in order to meet specific turnover demand in this area of the City centre. Other charges without change to the period of stay may be amended by notice of variation where required.
 16. The proposed changes in recommendation xvi would reduce costs for people parking during the day on-street in these roads and do not appear to be subject to specific objections.
 17. The need for the proposal originally published and referred to in recommendation xvii is difficult to determine without experience of evening charges in operation and more informed resident views would be

recommended prior to introduction if proven to be justified. There are also concerns about the impact on other neighbouring residential areas, that may require wider proposals in due course.

18. The north side of Rockstone Place where residents live who have raised objections to proposals is outside the city centre and it is therefore appropriate to clarify that these will be excluded from the City Centre evening charges.
19. Having regard to the objections to these proposals and the reality that there are no Pay & Display restrictions / public parking provision within the development, on balance it is considered therefore that the justification to include this development within the proposed charges does not exist at this time.
20. Recommendation xx would provide the Council with an opportunity to review the impact of the evening charges on on-street parking in an area of the city centre and consider amendments to proposals where considered necessary to meet further evidenced need and demand.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

21. Not introducing these charges was rejected on the basis that the increasing demands for city centre parking needs to be managed through Council transport policy and that funding for evening provision should not be met through the day time economy only.

DETAIL (Including consultation carried out)

22. CONSULTATION & LEGAL PROCESS

Two Public Notices were advertised in accordance with statutory requirements on 30th August in the Daily Echo and Hampshire Independent, covering both Off –Street proposals and On-Street proposals. In addition, and over and above the statutory requirements, public notices were also posted on-street and in city centre car parks throughout the affected area. There were also a number of meetings where businesses or residents were able to express their view directly with officers.

23. REPRESENTATIONS – OBJECTIONS

There were 120 responses to the two public notices, including two petitions of 169 and 172 signatures. Some of the responses were on behalf of organisations and societies. There were 78 objections to Evening Charges proposals in general, 31 objected more specifically to On-Street Evening Charges proposals (and /or the extended restriction period in the Polygon (Z1) and 11 more specifically to the Off-Street Evening Charges proposals.

- The responses from businesses, societies and other organisations to Evening Charging are shown at Appendix 7.
- Collective responses and a Ward Councillor response to Evening Charging are shown at Appendix 8.
- A summary of other individual representations and objections to Evening Charging is shown at Appendix 9.
- A business and collective response to the extended period of restrictions in the Polygon are shown at Appendix 10.

Where responses have included multiple signatories, this has either been stated for Appendices 7 to 8 and 10, or added to the summary totals in Appendix 9. Six responses objected to the proposals in principle without stating any specific reasons. All the original responses will be made available in full for consideration by the decision maker as background documents to this report. A letter has been sent to Residents Associations offering them the opportunity to send in any additional comments on this matter and these will be made available to the decision maker.

24. **ECONOMIC REPRESENTATIONS**

The strongest and most frequent objection was that the Evening Charges would drive custom, businesses and employment from the city centre. This was highlighted by Subway Southampton Ltd, Asset Management IFA, Coco Rio Restaurant (with a customer petition of 169 signatures), and Progressive Lettings (see Appendix 7), also by 172 petitioners from the Old Town and surrounding areas and 27 co-respondents (see Appendix 7) and 59 other respondents (see Appendix 8). Respondents argued that the charges would be counterproductive because the costs (including the loss of Business rate revenue from business closures) would outweigh any possible revenue gain. This was often highlighted in the context of increasing challenge to retail business from on-line competition and other retail centres (e.g. Whiteley or Bournemouth) offering free or lower charges for parking. Respondents stated that the role of the Council should be to attract people to the city centre, by making parking more not less affordable.

Other respondents questioned whether there was pressure on parking in the evenings and why charges were appropriate when there was excess capacity. One respondent argued that with the Council having £75,8M in usable reserves and a total authority reserve of £765M the increases were entirely unnecessary.

Another respondent argued that these charges would depress resident and business property values. It was argued that the charges whilst low now, would increase over time and were not justified for unsupervised surface car parks or on-street parking.

Respondents stated how this approach conflicted with developing a cultural quarter if it was accessible to many people in the evening and how the city could become a graveyard, if people opted to socialise outside the City centre.

25. There was also a collective representation (see Appendix 8) opposed to the new tariff charges for Red Code and Red Code Outer on the basis that the charges are unaffordable and should be reduced to 50p per hour maximum. Also the Old Town and Eastgate Traders Association in their representation (see Appendix 8) requested the charge for 2 hour parking be kept below £4.00 and that a 6 hour shoppers parking facility was offered in Eastgate for £5.

26. **ECONOMIC REPRESENTATIONS – OFFICER RESPONSE**

Over the last 10 years the City centre and in particular the Old Town has been transformed by the growth in residential development, evening retail and leisure activities. The consequent change in the pattern of parking is

illustrated by the survey results shown at Appendix 6. For example on the Thursday surveyed on-street parking rose from a 6am base figure of 186 vehicles parked (primarily resident) to 497 at 10pm (a 167% increase). The map at Appendix 6 shows in many roads parking levels exceed 75% of capacity. This compares with a day time peak on the same day of 263 vehicles, when charging applies. Hence the view that the day time economy is helping to fund the night-time economy and important services such as CCTV on which it depends. With continued development in the city centre, the demand for parking will need to be managed to balance the needs of businesses, residents, employees and visitors.

27. The Council also has an established sustainable travel policy which was introduced in the 2006-11 Transport Plan and stated:
- Within the City, town and district centres, the emphasis will be on maintaining the approach which requires users of parking facilities to pay a rate that reflects the value of the facility provided, and which also acts as an incentive to consider the use of other modes of travel.*

This is based on the principle that public transport services can, in urban areas, provide a sustainable transport option where there is customer demand and elsewhere people can still consider other options such as car sharing.

28. The charges proposed are reasonable and appropriate. The £4 charge for 2 hour parking in the Red Code areas is intended to provide a facility for longer stay parking where necessary, but otherwise the charges are intended to promote a turnover of short stay parking on street. Alternative, longer stay parking is available off street. There are reductions in day time charges within these proposals, and there may be scope for further reductions in due course to reflect a more balanced approach to contributions towards the cost of provision by both day and night economy users.

There are some genuine concerns over the possible impact of these charges on the local economy. The Council recognises the validity of these concerns. It is therefore important that the level of charge is subject to review, as these services are subject to market forces and market competition. These changes are proposed to be reviewed 6-12 months after implementation (if approved), with relevant input from the business community.

29. The only current useable council funding that could be utilised for general funds stands at £29.9m and with current commitments will reduce to £10.5m in 2013/14. This represents a contingency of only 2.1% against a planned Council spend of £500m. This contingency is therefore required to address the risk of increased costs or reduced income, across all the Councils' services. Any reduction in these contingency funds below 2.1% would not be financial prudent having regard to the Council's overall budget and service position and any reduction would potentially expose the Council to significant financial risk.

30. Whilst it is understandable with the increasing cost of living that people would wish to see more services funded from existing taxes, it is not possible. Some respondents suggested that, for example, "Road Tax" (or Vehicle Excise Duty as it is now defined) is a duty collected and retained by central government and assigned to a general fund (i.e. the receipts are not dedicated to highway

expenditure or provided to local authorities for that purpose). Similarly many people visiting the City centre and benefiting from its facilities do not live in or pay Council tax in the city and many residents in the city would not expect to subsidise for facilities they may not be using.

31. **LEGAL REPRESENTATIONS**

A key concern for many respondents was whether the Council had the legal authority for introducing the charges given the High Court judgement against Barnet Council. A number of groups using the Masonic Hall (see Appendix 7) expressed the view that increasing charges to raise extra income for the Council was illegal. Three individual respondents questioned the motivation for introducing the charges given recent publicity regarding the Councils financial position and need to deal with budget gaps.

Other individual representations (14) viewed the proposal as a revenue raising measure by the Council and/ or that any costs associated with the provision of parking should already have been met through Council tax or road tax, without penalising motorists further.

Some respondents also questioned why the Council had not corresponded with city centre residents or residents in neighbouring areas who could be affected by displacement or why the Council did not take account of the overwhelming opposition to the initial policy consultation.

32. **LEGAL REPRESENTATIONS – OFFICERS RESPONSE**

As highlighted in paragraph 11, the Council policy on sustainable travel precedes the serious financial pressures within local government and there is a need to manage parking with the growth in developments in the city centre. The policy and proposals for Evening Charges comply with relevant legislation and Court decisions.

The council has the statutory powers to introduce charges on-street and off-street parking by virtue of the Road Traffic Regulation Act 1984 (the RTRA). The statutory powers to undertake the proposals advertised and other relevant legal considerations are further set out in the legal implications section of this report.

In setting parking charges the Council has a duty to have regard to s.122 of the RTRA. On street parking income must be used first and foremost to fund the cost of providing and maintaining on and off street parking provision. Any On-Street parking surplus, if generated by a need to manage demand and give effect to the Council's parking and transport policies, has to be spent on parking, the highway or its environment strictly in accordance with the hierarchy set out in s.55 of the RTRA

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 1984. Currently, any income generated in any financial year is used to help fund on and off 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.

The Off-Street surplus from SCC car parks 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.

It is evident that the public see a connection between the Councils budget position and parking charges and, in the current financial climate and wide publicity surrounding local authority funding and recent court decisions against other Councils, this misconception is understandable. A number of representations have also highlighted that parking services are subject to market forces and therefore any financial objectives may not be achieved, recognising that charges may not fully cover costs as well as provide additional income depending on the nature of use and take up of the service offered in the year ahead. Whilst financial considerations are therefore important and appropriate, they are subordinate to, and support, wider sustainable transport policy objectives.

Unfortunately where a parking facility serves a community extending across the city centre, the city and the whole region, it is difficult to judge who could be affected. Public notices in the city centre streets and car parks, were viewed, therefore as a means by which we could best notify people using these facilities for parking. We would hope that through this report that all the various viewpoints have been represented. It is however evident that from a future policy perspective we need to be working more closely with the various interest groups represented.

33. **COMMUNITY IMPACT REPRESENTATIONS**

Many of the objections in terms of community impact is represented by residents of the Old Town and surrounding areas with 172 signatories (see Appendix 8). The prospective cost of £730 (£2 per evening x 365 days) per vehicle for city centre residents is argued as unaffordable and inappropriate in the current economic circumstances. There are concerns that residents could be led to drink outside the city centre and drive home to avoid the charge or that people could be vulnerable to street crime or other personal injury if they are obliged to park and walk long distances from unrestricted roads. Similarly the other collective representation at Appendix 8 highlights the impact on low income employees or people wishing to enjoy the leisure facilities that the city centre should provide to all the people living in the city or its neighbouring areas. The respondents highlight the loss of social life as friends are deterred from visiting or meeting up in the city centre. Other respondents highlighted the unwelcome impact in areas neighbouring the city centre from displaced parking or uncontrolled drinking. Many residents suggested permits for residents and their visitors should be offered as an alternative to these charges.

34. A number of charities and societies also questioned the impact on their staff, voluntary workers, membership and clients from Evening Charges, (see Appendix 7). Many highlighted that the existing challenges of maintaining support networks over distances and the difficulties of sustaining their work or contributions to the community with any prospective increase in costs. These views were similarly reflected by groups providing facilities for these groups to meet. There were objections to the provision of an Overnight Parking Pass (see Appendix 8); however these related to people parking overnight, whereas the pass would be expected to be used primarily as a means of excluding people involved in this work from Evening Charges.

35. There were also a number of representations from groups using Crosshouse water (see Appendix 7) and individuals' members of the Crosshouse Water User Groups. Again the groups emphasised the value of these activities for the community and the difficult of maintaining participation in difficult economic circumstances.

36. There were also specific representations to exclude Rockstone Place and the Deanery (South) development from the Evening Charges and restriction period, based on the impact on residents and saturated parking in neighbouring roads.

37. **COMMUNITY IMPACT REPRESENTATIONS – OFFICER RESPONSE**

It is evident from the representations and talking with City centre residents that the proposals as advertised do not adequately address their needs. The Resident Season Ticket would not be economically viable for residents unless long stay day time parking was required.

It is therefore proposed, as a direct response to the representations received, to extend the proposals to provide off-street season tickets to on-street. The following Season tickets are therefore to be offered:-

- An Evening Season Ticket for Blue, Green, Purple or Grey Code on-street Pay & Display bays for city centre residents at £100 per year (and for non-residents at £150 per year)
- An Evening & Week-End Season Ticket for Blue, Green, Purple or Grey Code on-street Pay & Display bays at £300 per year for residents and £400 per year for non residents

In addition, it is proposed to exclude Sunday from the Evening Charges and Restriction Period

These will provide affordable and attractive parking options for residents below what might be deemed as market rates. Further consideration regarding visitor parking will be better deferred until next year as part of the review of city centre resident's parking scheme(s).

38. These options together with the proposed reduction in the Overnight Season Ticket (which covers the Evening Charge period) to £150 per year will assist non-residents with regular parking needs in the city centre. People working in the city centre during the evening will then be able to access affordable on-street or off-street car parking within a short distance of where they work.

39. These measures will address the concerns from a number of residents in neighbouring areas over displacement.

40. In response to representations, the Council is proposing an Overnight Parking Pass facility for registered charities and voluntary organisations. From the responses received we expect the maximum provision for 500 stays per year to meet the needs of these groups who contribution for the community is highly appreciated. To avoid confusion it is intended to rename this as an Evening Parking Pass.

41. There are societies and groups who contribute to the community, which are not registered charities or voluntary organisations. It is therefore proposed to extend the offer of the new Evening Parking Pass referred to at paragraph 39 above at a cost of £1 per stay to assist in attracting these groups to continue

to meet or work in the City in an evening. These will be issued at the discretion of the Council, subject to formal application and limits on issue.

42. We also appreciate the contribution from the Crosshouse Water Users Group to the community and therefore propose to extend the number of available permits for the Crosshouse Hard car park to 400 stays per year, to continue to support these activities.

43. As the north side (the residential side) of Rockstone Place is outside the city centre and given the saturated parking in Archers Road, it is intended to exclude Rockstone Place from the Evening Charging period area. Similarly, as there are no Pay & Display bays or apparent non-resident parking in Deanery (South), it is intended that the roads within this development are excluded from the evening restriction area.

44. **TRAVEL AND TRANSPORT REPRESENTATIONS**

A number of respondents (12) highlighted that public transport was not a viable alternative for most people travelling to the City centre in the evening due to the infrequency, service end-time, cost and limited coverage of services. Other respondents (4) argued that since there was no difficulty travelling into the city centre in the evening, that there was no case for managing traffic or congestion.

45. **TRAVEL AND TRANSPORT REPRESENTATIONS – OFFICER RESPONSE**

As previously mentioned it is difficult for the bus operators to provide services where there is inadequate demand. It is therefore Council policy to help sustain and promote these services where practical. However, it is also recognised that for many visitors and employees travelling into the city centre, a car is the only possible option. In these cases we would wish to continue to promote other options such as car sharing as well as offering a low cost season ticket option for people who are regularly visiting the City centre in the evening.

46. **POLYGON (Z1) EVENING RESTRICTION REPRESENTATIONS**

There were few representations specifically related to extending the restriction period for the residents' parking zone into the evening from 6pm to 8pm. A representation from Linden Guest House is shown at Appendix 10, together with an extract from a collective representation (also shown in full in Appendix 8). The primary objection is over the loss of parking for guests, residents without parking living nearby or workers / visitors coming into the locality in the evening.

47. **POLYGON (Z1) EVENING RESTRICTION REPRESENTATIONS
OFFICER RESPONSE**

As highlighted in the paragraph 17, the need for these proposals are difficult to determine without experience of evening charges in operation and more informed resident views are required. There are also concerns from other neighbouring residential areas that may require wider proposals in due course. It is proposed to defer any decision on this matter until a more informed view can be made.

48. **ALTERNATIVES**

The most common alternatives suggested included:

- No or lower parking charges to support businesses
 - Permits for residents and their visitors
 - Cutting Council expenditure in other areas
 - Bringing back TRAMs using Solar powered energy
 - Providing Park & Ride facilities
 - Making the city a more attractive place to visit
 - Increase parking fines
 - Increase parking provision in the city centre
49. The introduction of evening charges will allow the Council to spread costs over the whole day and all users of the facilities rather than daytime users only. Therefore, it will be possible to look at realigning some day time parking tariffs and provide support to the business community.
50. Season tickets for residents are included in the proposed modifications to the proposals having taken into account the representations received. The creation of a visitor season ticket or permit is much more complex and needs to be included in the wider project to review the City centre resident's parking scheme(s).
51. The council has to set an affordable budget and deliver all of its services within this. Spending is prioritised and in appropriate cases, the user of the service is expected to make a contribution towards the cost of delivery.
52. The infrastructure costs for Trams would not appear viable, particularly in the current climate, but it is Council policy to promote and use renewable energy where possible.
53. The provision of Park & Ride remains part of Council transport policy, though it would require support from external parties to fund and manage should suitable sites be identified and become available.
54. The increasing resident population in the City centre is evidence that it is not only an attractive place to visit but also to live and prospective new developments such as Watermark West Quay will help continue to promote the city.
55. The Council has no control over the fines for penalty charge notices as these are set by Stature and require Regulation published by central government.
56. There are currently 1600 on-street Pay and Display parking bays, 2300 off-street Pay and Display spaces and 2889 Multi storey car Park spaces in Southampton controlled by the City Council. Many of these spaces are within walking distance of the City Centre. There is no indication that this provision is inadequate to meet the needs of the public.

RESOURCE IMPLICATIONS

Capital/Revenue

57. The one-off implementation costs are expected to be £30,000. There are unlikely to be other significant operating costs, as the cost of enforcement is already included within existing approved revenue budgets.
58. The General Fund revenue budget, approved by Council in February 2013,

included income from evening parking charges of £300,000 in 2013/14 and then £500,000 per annum in a full year. As this is a new parking policy it is difficult to gauge the public response. However, it is currently estimated that the additional income from the proposal set out in this report will be £200,000 in a full year. The implementation date is expected to be the start of December 2013, giving a net income projection, after one-off costs, of £36,000 in 2013/14.

59. Compared to the approved Environment & Transport Portfolio revenue budget there will be an estimated shortfall of £230,000 in 2013/14 and £300,000 in future years. This will be monitored and reported to Cabinet during the course of the current financial year and will be considered as part of the overall financial position for 2013/14. Any ongoing revenue pressure will be addressed as part of the development of the 2014/15 budget.

Property/Other

60. None

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

61. Southampton City Council is the Local Transport Authority for the City and as such has the powers to implement Traffic Regulation Orders to provide, manage and control parking provision under the Road Traffic Regulation Act 1984 (the RTRA).
62. The RTRA 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 its duties under s.122 of the RTRA. On street parking surplus (where a surplus is generated) is subject to the restrictions set out in s.55 RTRA and goes towards highways and transport services, supporting the maintenance of roads and footpaths, supporting bus services, and funding transport and highway improvement schemes across the city in accordance with a strict hierarchy.
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.
63. 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.

Other Legal Implications:

64. 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 Equalities Act 2010, the Human rights Act 1988 and s.17 Crime and Disorder

Act 1998 (the duty to have regard to the need to eliminate or reduce crime and disorder in the area).

65. 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 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 management of all public parking in the City centre.

POLICY FRAMEWORK IMPLICATIONS

66. 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.
67. 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.
68. Evening charges allow for the costs of providing a parking service to be recovered across a longer time period. At the moment the daytime economy is covering all costs. Spreading the charge over more hours gives greater charging flexibility. This is demonstrated by the balance of proposals in this report including significant day time charge reductions such as a formal 10min free in East Street. These reductions have been designed to target areas where the locality has a distinctive economic need.
69. The changing demographic (which is encouraged by land use policies of the Council) of the City centre brings about a new need to provide residents with a better service than at present. Residents currently have to fit their parking needs into the existing weekend and daytime parking charges applicable to all. If they have a car then they need to identify solutions to their parking needs at weekends, during holiday or at any other time they wish to stay at home when parking charges apply. Discussions with residents suggest they are coping with parking but at a level of inconvenience and financial cost. Our occupancy surveys also show that on Thursday late night shopping demand for on street evening parking is almost twice that of the day time and that residents will be facing more competition for space.

KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:

BARGATE / BEVOIS

SUPPORTING DOCUMENTATION

Appendices

1.	Council proposals for on-street parking within the City Centre and Polygon (Zone 1)
2.	Council proposals for Off-street parking within the City Centre
3.	SCC Map of Car Parks in the City Centre
4.	Map showing City Centre On-Street Pay & Display and No Waiting restrictions
5.	Map showing Polygon Z1 Area of Restrictions
6.	Map and Table of On-Street parking levels in the City Centre (south)
7.	Representations from Businesses, Societies and Organisations to Evening Charges
8.	Collective Representations from Residents and Representation from Ward Councillor
9.	Summary of other representations to Evening Charges
10.	Business and Collective Representation related to Polygon extended restriction period

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/No
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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)
1.	None