

BRIEFING PAPER

SUBJECT: IMPLEMENTATION OF A CITY CENTRE RESIDENTS PARKING ZONE
DATE: 12 DECEMBER 2013
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

The City Council is proposing to make a new parking offer available for residents living in a part of the city centre. The new offer will allow city centre residents, within a limited redevelopment area, to purchase a parking permit that will allow them to park in pay and display bays on street as an addition or alternative to current arrangements and to encourage and promote the regeneration of this particular area of the City.

BACKGROUND AND BRIEFING DETAILS:

1. A new permit offer is required because the population of the city centre is rising and there is a need to make more efficient use of city centre development land. Many existing residents do not have access to convenient parking and this proposal seeks to address this. In addition it seeks to make better use of land and encourage development opportunities in the city centre in areas that would benefit from regeneration developments by maximising available development land. It does so by allowing the sharing of pay and display bays with residents parking.
2. Following a consultation process, the decision to amend Southampton City Council parking policy to allow the introduction of a city centre residents parking permit scheme was made at Cabinet on the 18th June 2013. This included provision for the details of the scheme (including cost of permits, number of permits issued etc), to be determined under delegated powers. Officers are now drafting the Traffic Regulation Order ready for advertising.
3. Key details of the scheme to be advertised include:
 - The area of coverage and eligibility (see Appendix 1)
 - The terms and conditions that will apply
 - The level of charge
 - A concession for any social housing tenants
 - An ability of the council to limit the numbers on issue
4. Over the last 10 years as a result of a renaissance in city centre residential development, the Bargate has gone from being the least populated ward in Southampton to the one with the highest population, however there are areas of the ward that would benefit further from regeneration specific areas. Consequently, there is now significant demand for parking by residents and to enable sustainable new development and a need to manage this demand.

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5. The proposals support development and regeneration of derelict sites in the city centre by allowing developers to make better use of high value land assets. For example, Southampton City Council has been in negotiation with developers to build new social housing units at the Fruit and Vegetable Market site in Queensway. As part of the proposal, the developer has committed to using on-street parking at this location rather than provide onsite parking. This has maximized the number of development units.
6. The proposed city centre residents parking permit scheme will make use of existing on-street pay and display spaces. Due to the conflicting demands on these parking spaces (from shoppers and other visitors to the city), only a very limited number of permits relative to the population of the city centre can be made available through this approach. We estimate that this may be around 100. Numbers or eligibility may be increased if parking demands in the permit area are not exceeded.
7. The proposed parking permit zone is outlined on the map in Appendix 1. Residents will be able to use their permit to park in any pay and display space located within the streets selected for the scheme as marked in green on the map in Appendix 1.
8. Partly due to the results of the parking survey, but also from the need to protect the local economy, streets which directly serve retail and restaurant areas have been specifically excluded from the permit scheme. These are shown in red on the map in Appendix 1.
9. There will initially be 100 permits available on a first come first served basis. The cost of the permit will be £1000 per annum (or £500 for residents in social housing). Residents will be able to make monthly payments via standing order. The level of charge has been set at a level which considers:
 - The need to manage demand for permits
 - Is expected to cover the costs of operation and management of the schemeAs this has never been done before the uptake is uncertain and operational costs have been estimated based on expected take up and impact on enforcement demands. Whilst there will be an income from the permit charge there will also be a loss of revenue from spaces that may otherwise have been used by other customers. There is also a one off cost of implementation of around £30k for officer time, consultation, signs and lines. As many of these variables are unknowns it is not possible to accurately forecast if this scheme will adequately cover its costs. Equally, permit costs could be revisited in the future in the event the income from the scheme begins to significantly outweigh the costs of administration and enforcement.
10. The permit will be significantly less expensive than existing on-street parking fees when paid over a year and purchasing a permit is in no way compulsory. Residents can instead choose to continue to use pay and display bays during charging times on a visit by visit basis. In addition a number of other city centre permits are due to be available from early next year and these may affect demand for this permit.
11. If the permit scheme is approved, it is feasible that the scheme could be implemented before the end of the financial year or into the early part of next. Following a statutory consultation period for new Traffic Regulation Orders on the affected streets, the only physical works required are the implementation of new parking signs in the proposed zones.

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12. The scheme will be monitored to determine the extent to which it has affected parking capacity in the city centre and the revenue generated from pay and display spaces. We will also monitor feedback from residents and local businesses.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

Financial

13. The implementation costs are considered to be around £30k. There will be an element of revenue forgone from customers who would have paid at a pay and display machine. This figure is unknown.
14. Until the scheme has been in operation for a while it will not be possible to estimate with any accuracy how much income it would bring in and costs will therefore be kept under review on an annual basis.

Property / Other

15. The proposal does not significantly impact upon any property interests.

Legal

16. Any projects developed will be delivered in accordance with a variety of Highways and Environmental legislation, including but not limited to the Highways Act 1980, Road traffic Regulation Act 1994, the Traffic Management Act 2004 and s.1 Localism Act 2011.

Policy

18. The necessary amendments to Southampton City Council parking policy were approved by Cabinet on 18th June 2013

Appendices/Supporting Information:

1. Map of proposed City Centre Residents Parking Zone

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