

DECISION-MAKER:	CABINET		
SUBJECT:	PROPOSALS TO EXTEND THE COXFORD AREA RESIDENTS' PARKING SCHEME IN WARREN CRESCENT, WARREN AVENUE, CHESTNUT ROAD, SYCAMORE ROAD, HOLLAND PLACE, STOKES ROAD AND BRACKEN LANE. (TRO)		
DATE OF DECISION:	5 JULY 2010		
REPORT OF:	HEAD OF HIGHWAYS AND PARKING		
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STATEMENT OF CONFIDENTIALITY

N/A

SUMMARY

A Traffic Regulation Order was proposed on 19th February 2010 to extend permit parking restrictions in the vicinity of Warren Crescent. Following public consultation the proposals were revised to add additional lengths of 4 Hour Limited Waiting to assist groups providing community services. A sustained objection however remains to the loss of parking for hospital staff, the adequacy of our parking strategy and the appropriateness of sustainable travel policies to the SUHT General Hospital with its catchment area. The matter is therefore following due process in being brought to the Cabinet of the Council for a decision.

RECOMMENDATIONS:

- (i) That the Cabinet consider and determine the objection to the proposals to extend permit parking in the vicinity of Warren Crescent.
- (ii) That if the Cabinet supports the proposals they are approved as revised

REASONS FOR REPORT RECOMMENDATIONS

1. To fulfil the Council's obligation to consult upon proposals and consider objections
2. To enable the planned proposals to be implemented as revised following public consultation

CONSULTATION

3. Following concerns from residents over the problems arising from commuter parking in the area around Warren Crescent, a survey was undertaken on resident views over introducing possible permit parking restrictions.
4. The parking scheme was advertised in the Daily Echo and on street notices on 19th February as part of a wider public consultation.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

5. Any other parking restrictions would equally apply to residents and non-residents and would not be of benefit to or supported by the community.
6. Although the roads could remain unrestricted it would not address the resident concerns over the level of commuter parking. In rejecting this option we are also mindful that many of these roads are also affected by parking related to the “school run”.

DETAIL

7. Over recent years the Traffic Management team have received a number of requests to introduce permit parking in the vicinity of Warren Crescent, including a petition with 25 signatures from the residents of Holland Place.
8. In response to this a survey was undertaken in 2009 to assess residents’ views over introducing permit parking. In the roads most affected by commuter parking the support for a permit scheme was high (78%) and proposals were drafted for these roads accordingly (see Appendix 1).
9. In response to the public notice local resident Sarah Beesley highlighted the following points in her objection (see Appendix 3).
 - Most houses have driveways and there are parking spaces at best of times
 - Residents are not inconvenienced by daytime use
 - Parking facilities in Warren Crescent and adjacent streets are poor and grossly insufficient to warrant a fee.
 - No provision for other stakeholders including nursery / education facilities, Shirley Warren Action Church, Shirley Warren Club and key professionals working with Southampton General Hospital.
 - That the loss of parking for a friend could lead to a loss of employment and income for both families due to limited childcare options.
10. In sustaining her objection Sarah Beesley (see Appendix 3) further highlighted
 - That the parking strategy in the whole area is widely inadequate
 - Her support for a multi-storey car park in the area
 - Sustainable travel is out of context for hospital and other businesses with large catchment areas
 - The Park & Ride facilities are restricted to staff and there is a 2 year waiting list
 - Need to address the real issues of traffic management and infrastructure improvement
11. Officer views.
 - The resident concerns we have received and the support (78% in favour) for permit parking in the survey show that residents are experiencing difficulties with the level of non-resident commuter parking in the vicinity.
 - The proposals have left kerbside in Chestnut Road and Warren Crescent that may continue to be used by non-residents without restriction.
 - The proposals were amended in response to concerns from the Warren

Centre and users of the nearby Buffy's Nursery to include further provision for 4 Hour Limited Waiting (see Appendix 2).

- The only charges currently applying to this scheme are for second resident's permits. These help contribute to the costs of administering and enforcing the scheme.
- Government Policy supports the restriction of on-street parking in these circumstances as shown below:-

“where appropriate introduce on-street parking controls in areas adjacent to major travel generating development to minimise the potential displacement of parking where onsite parking is being limited”

Planning Policy Guidance 13: Transport, Department for Communities and Local Government

- The Council's Local Transport Plan 2006-11 also reflects this policy:-

“Parking in residential areas will continue to focus on ensuring that residents do not experience problems resulting from commuter parking, or from parking generated by major attractors (such as hospitals, education establishments, leisure venues etc).”

- Whilst it is not within the scope of the Traffic Regulation Order process to amend Government and Council Traffic, Travel and Parking policies, the importance of these areas to the operation of the SUHT General Hospital and to the locality is recognised as a component of the Local Development Order that is being established between the Council and SUHT (see below):-

“Highways issues have always been the most problematic issue to resolve during redevelopment and operation of the site and these will need to be covered in the LDO up front. A very detailed and potentially lengthy piece of survey work is to be undertaken with regard to car parking levels, green travel planning and securing future section 106 contributions to deliver off site highway improvements based on trip rates to the hospital by car.”

<http://www.pas.gov.uk/pas/core/page.do?pagelid=195104>

- The availability of sustainable travel options is also reflected in the current level of bus services for the SUHT Site with over 30 bus departures per hour including a 10 minute service to the central rail station and city centre taking around 20 minutes.
- Within the Local Transport Plan there are objectives to provide Park & Ride facilities at key points of entry to the city (including on the M271 corridor) and there are other locations around the city where vehicles can be parked with access to bus routes to the General Hospital.

12. In conclusion, the current proposals align with Government and Council Policies on promoting sustainable travel and deterring commuter parking in residential areas. The proposals should therefore be approved, as revised. The sustainable transport opportunities for access to the hospital are significant and underused. There is some scope to improve the proportions of visitors and staff accessing the hospital by sustainable modes, through travel plans, the LDO process and car park management strategies, which is primarily the responsibility of the General Hospital to influence and manage.

FINANCIAL/RESOURCE IMPLICATIONS

Capital

13. N/A

Revenue

14. The cost of the TRO, consultation, road signing and permit issue is estimated to be £8,000, which can be met from the Environment and Transport portfolio.

Property

15. N/A

Other

16. N/A

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

17. The Road Traffic Regulation Act 1984 permits the introduction of the parking restrictions as set out in this report in accordance with a statutory consultation procedure set down in the Act and associated secondary legislation.

Other Legal Implications:

18. 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). It is considered that the proposals set out in this report are proportionate having regard to the wider needs of the area.

POLICY FRAMEWORK IMPLICATIONS

19. The proposals in this report are consistent with the Local Transport Plan 2006-11 policy on promoting sustainable travel and the Strategic Parking Policy

SUPPORTING DOCUMENTATION

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

Appendices

1.	Map showing proposed parking restrictions in the vicinity of Warren Crescent as advertised
2.	Map showing revised parking restrictions in the vicinity of Warren Crescent following responses to the public notice
3.	Letters/Emails relating to the objection to the proposed parking restrictions

Documents In Members' Rooms

1.	None
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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)

1.	None	
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Background documents available for inspection at: None

KEY DECISION? NO

WARDS/COMMUNITIES AFFECTED:	Coxford
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