

<b>DECISION-MAKER:</b>	CABINET			
<b>SUBJECT:</b>	Responses received regarding The City of Southampton (City Centre) Order 2021 & The City of Southampton (Off-Street Parking Places) Order 2021			
<b>DATE OF DECISION:</b>	19 <sup>TH</sup> JULY 2021			
<b>REPORT OF:</b>	Richard Alderson, Service Manager – Parking & Itchen Bridge			
<b><u>CONTACT DETAILS</u></b>				
<b>AUTHOR:</b>	<b>Name:</b>	Jordan Crane	<b>Tel:</b>	023 8079 8065
	<b>E-mail:</b>	Jordan.Crane@balfourbeatty.com		

### **Background**

In June 2021 the Council approved (see Appendix 1) the advertising of Traffic Regulation Order amendments to:

1. Remove the on-street evening parking charges which currently apply in the city centre Monday to Saturday, 6pm – 8pm.
2. Remove the off-street overnight parking charges which currently apply in the city centre car parks between 6pm – midnight.
3. Amend the no waiting Monday to Saturday: 8am – 8pm & Sunday: 1pm – 6pm restrictions in the following roads to no waiting at any time: Bellevue Road, Bernard Street, Carlton Crescent, Carlton Place, East Street, Gloucester Square, Henstead Road, Kings Park Road, Kingsway, Morris Road, Ordnance Road, Portland Street, Queensway, St. Marys Place, St. Marys Place Spur, South Front, Threfield Lane, Western Esplanade & York Walk.
4. Amend the no waiting Monday to Saturday: 8am – 8pm & Sunday: 1pm – 6pm restrictions in the following roads to no waiting Monday to Saturday: 8am – 6pm & Sunday: 1pm – 6pm: Canal Walk, Canute Road, Castle Square, Castle Way, Charles Street, College Place, College Street, Duke Street, East Street Service Road, Lansdown Hill, Marsh Lane Industrial Estate, Richmond Street, Service Road behind 78-90 Above Bar Street, Service Road to Rear of 92-102 Above Bar Street, Service Rd behind 25-35 Castleway, Simnel Street & Terminus Terrace (North).
5. Update the available season tickets (on and off-street) to reflect the changes to the parking charges (including cost).

### **Consultation**

The proposals were advertised with public notices (see appendix 2) put up on-street, in the effected car parks and published in the Hampshire Independent newspaper.

In response 60 responses were received. Of these 55 were objections, 1 was in support and 4 were comments. A summary of the main issues raised by the objectors and the officer response is provided at appendix 4 with all the responses provided in full at appendix 5.

### **Recommendations**

Following a detailed review of the responses it is not considered that any overriding concerns were raised. As such it is recommended that the proposals are approved for implementation as advertised.

### **Alternative Options**

To withdraw the proposals – This is not recommended as this would not achieve the aim of these proposals to encourage visitors back into the city centre following the COVID-19 pandemic and for the changes to the waiting restrictions, to manage access along the public highway on key routes while facilitate additional on-street evening parking where it is practical to do so.

## RESOURCE IMPLICATIONS

Receipts from car parking are split into Off Street income, which is paid directly to the General Fund, and On Street income, which is ringfenced in line with section 2 of the Highways Act 1984. The proposal to scrap evening charges will impact on both streams of revenue, and the estimated cost of the proposal is difficult to accurately assess as a result of constantly changing circumstances in respect of COVID19.

The estimate of lost income for the delegated decision to suspend off street evening and Sunday charges between June 21<sup>st</sup> and July 31<sup>st</sup> is estimated at a maximum of £0.155M.

The proposal to scrap evening charges from 1<sup>st</sup> August onwards is estimated at £0.541M in 2021/22. Of the £0.541M, £0.131M is a loss of On Street income, and £0.416M is loss of Off street income. The full year impact of the proposal for 2022/23 is calculated to be £0.84m, of which £0.64M is loss of Off Street parking income, £0.2M is loss of On Street parking income.

Reintroducing evening charges for Multi Storey Car Parks on 1<sup>st</sup> June 2023 will increase income by £0.25M from the 2023/24 financial year, on the assumption that car parking income has recovered to pre pandemic levels.

The proposal to suspend Sunday charges for off street parking facilities is also difficult to estimate on the basis it is dependent on post pandemic recovery assumptions, but lost income to the General Fund arising from the proposal is estimated to be £0.154m between 1 August 2021 and 2 January, 2022.

There are some incidental costs associated with the proposed changes, including the cost of TRO, and amendments to signage and meters. This is estimated to cost £0.01M and be met from the On Street Parking reserve.

Season ticket refunds are expected to cost a maximum of £0.03M in 2021/22 as a result of changes made. The impact of price reductions as proposed in paragraph 13 would be a maximum exposure of £0.01M across both off and on street revenue, assuming no benefit from takeup of the 6 month resident season ticket option.

The Council receives rental income from the NCP car park within its property portfolio. There is a risk that the scrapping of evening charges could impact on level of rental income, however evening tariffs for Council and West quay car parks have been more favourable historically and the impact is not expected to be significant.

Given the bulk of the impact would be borne by the General Fund, it is proposed that £0.3M from the On Street account is utilised to mitigate the impact on the General Fund each year. This is allowable under subsection 4b of the Highways act 1984.

**The table below summarises the impact on the On Street reserve:**

On-Street Parking Reserve from 01/08/2021	2021/22 £'000	2022/23 £'000	2023/24 £'000
Loss of On-Street Evening charges Income	131	200	200

Contribution to General Fund	300	300	300
Impact of season ticket refunds & price adjustments	15	3	3
Signage and other one off costs	10	0	0
Impact on On Street Account	456	503	503
Current Forecast Closing Balance	2,063	3,265	4,265
Revised Closing Balance	1,607	2,306	2,806

**The following table summarises the impact on the General Fund:**

Off Street General Fund impact	2021/22 £'000	2022/23 £'000	2023/24 £'000
Suspension of Sunday & evening charges from 21 June to 31 July 2021	155	0	0
Off Street (Surface and MSCP) Evening charges:from 1st August 2021	416	640	640
Reintroduce MSCP evening charges 1 April 2023	0	0	(2500)
Scrap Sunday charges 1st August 2021 to 2 January 2022	154	0	0
Impact of season ticket refunds and price adjustments	15	10	10
Contribution from On Street Account	(300)	(300)	(300)
Impact on General Fund	440	350	50

**Property/Other:** None

**LEGAL IMPLICATIONS**

1. Southampton City Council is the Local Highway Authority and the Traffic Authority for the City and as such has the power to restrict and regulate traffic under the Road Traffic Regulation Act 1984.
2. The Council is required to exercise its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
3. 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 1998 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).

**POLICY FRAMEWORK IMPLICATIONS**

None
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**KEY DECISION?** No

<b>WARDS/COMMUNITIES AFFECTED:</b>	Bargate & Bevois
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**SUPPORTING DOCUMENTATION**

**Appendices**

1	DDN + ESIA
2	Public Notice
3	Map of Proposals
4	Objections and Officer Response
5	Full responses

**Documents In Members' Rooms**

1.	Not Applicable
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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 (See appendix 1)
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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.	N/A
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**TO BE COMPLETED BY HIGHWAYS MANAGER**

**REPORT MONITORING FORM**

DATE OF DECISION:	
DECISION MAKER:	Kate Martin – Director of Place
SUBJECT/TITLE OF REPORT:	Responses received regarding The City of Southampton (City Centre) Order 2021 & The City of Southampton (Off-Street Parking Places) Order 2021
KEY DECISION?	No [TYPE YES, NO or N/A]
DATE PROPOSAL INCLUDED IN FORWARD PLAN:	N/A
REGULATION 15 EXCEPTION?	[TYPE YES, NO or N/A]

Date notification given to Scrutiny:

N/A

REGULATION 16 URGENCY?

[TYPE YES, NO or N/A]

Date agreement of Scrutiny obtained:

N/A

OTHER LEGAL IMPLICATIONS:

Paragraph number/comment:

Human Rights Act 1998:

Equalities Act 2010

Crime & Disorder Act 1998(specifically s.17 duty):

Proceeds of Crime Act 2002(Money Laundering):

Freedom of Information Act 2000:

European "State Aid" Guidance:

POLICY FRAMEWORK PLANS:

Annual Library Plan

Adult Learning Plan

Best Value Performance Plan

14-19 Strategy

Community Strategy (Including Local Agenda 21 Strategy)

Economic Development Strategy

Children & Young Peoples Plan (CYPP)

Health and Well-Being Strategy

Plan & Strategies which together comprise the Development Plan

Crime & Disorder Reduction Strategy

Youth Justice Plan

Local Transport Plan

Medium Term Plan Economic Development

Housing Strategy (inc HRA Business Plan)

KEY AREAS TO BE ADDRESSED/CONSIDERED:

Organisational Development/Human Resources Issues

Report Tracking

VERSION NUMBER:

DATE LAST AMENDED:

AMENDED BY:

### PEOPLE WHO HAVE BEEN CONSULTED IN THE PREPARATION OF THE REPORT

Authors who fail to carry out adequate consultation resulting in deferral will be required to provide reasons.

Name	Departments that MUST be consulted	Date consultation Issued	Date comments Received
Sarita Riley	Legal Services		
Jon Evans	Financial Services		

### Others who have been consulted:

Name	Division/Portfolio	Date consultation Issued	Date comments Received

## Appendix 1 – DDN & ESIA

### DELEGATED DECISION NOTIFICATION

2021/0106

Directorate:	Growth
Decision Maker	Pete Boustred (Head of Green City and Infrastructure)
Subject	Traffic Regulation Order to propose the removal of On Street and Off Street Evening Charges
Register of Delegated Powers Reference Number or Cabinet Decision Number:	Officer Scheme of Delegation 14.19
Decision Reason	<p><b>Decision</b></p> <p>To approve the formal advertisement of a Traffic Regulation Order to propose;</p> <p>The removal of on-street and off-street parking charges between the hours of 18:00 and Midnight</p> <p>The removal of the First Controlled Zone.</p> <p>All existing “No Waiting” restrictions on the following roads to become “No Waiting at any time” restrictions;</p> <p>Bellevue Road, Bernard Street, Carlton Crescent, Carlton Place, East Street, Gloucester Square, Henstead Road, Kings Park Road, Kingsway, Morris Road, Ordnance Road, Portland Street, Queensway, St. Marys Place, St. Marys Place Spur, South Front, Threefield Lane, Western Esplanade &amp; York Walk</p> <p>All existing “No Waiting” restrictions on the following roads to remain as 08:00 to 20:00 Monday to Saturday and 13:00 to 18:00 on Sunday;</p> <p>Access Rd to rear of 6-32 Cossack Green, Ascupart Street, Bell Street, Broad Green, Brunswick Square, Cement Terrace, Chandos Street, Clifford Street, Coleman Street, Cossack Green, Craven Street, East Park Terrace, High Street, James Street, Johnson Street, King Street, Lime Street, Lower Canal Walk, North Front, Orchard Lane, Orchard Place, Palmerston Road, St. Mary Street, Service Road behind 85-89 Commercial Road, Service Rd behind 119-125 High Street, Service Rd behind 132-134 High Street, South Front, Terminus Terrace (South), Winkle Street &amp; Winton Street</p> <p>All existing “No Waiting” restrictions on the following roads to change to 08:00 to 18:00 Monday to Saturday and 13:00 to 18:00 on Sunday;</p> <p>Canal Walk, Canute Road, Castle Square, Castle Way, Charles Street, College Place, College Street, Duke Street, East Street Service Road, Lansdown Hill, Marsh Lane Industrial Estate, Richmond Street, Service Road behind 78-90 Above Bar Street, Service Road to Rear of 92-102 Above Bar Street, Service Rd behind 25-35 Castleway Simnel Street &amp; Terminus Terrace (North)</p>

The amendment of Season Ticket Titles/Charges as follows;

- Annual City Centre Resident On Street Evening and Weekend Season Ticket (Cost – £400) to be changed to City Centre Resident Weekend Season Ticket (Cost – £300)
- Annual City Centre Resident On Street Season Ticket (Cost – £1000) to be changed to City Centre Resident On Street Season Ticket (Cost – £900)
- Annual City Centre Resident Off Street Season Ticket (Cost – £725) to be changed to Annual City Centre Resident Off Street Season Ticket (Cost – £650)
- Six Month City Centre Resident Off Street Season Ticket (Cost – £375) to be changed to Six Month City Centre Resident Off Street Season Ticket (Cost – £340)

The addition of the follow Season Ticket Options

- Six Month City Centre Resident On Street Season Ticket (Cost – £475)

Deletion of the following Season Ticket Options

- Annual City Centre Residents On Street Evening Season Ticket
- Annual Off Street Overnight Season Ticket

**Reason**

To encourage visitors to the City Centre in the evening period for the benefit of the night time and retail economy

To align with DfT recommendations for Controlled Zones not to cover an extensive area

To maintain access along the public highway on key routes and keep public highway clear in front of dropped accesses

To maintain access along the public highway between 08:00 and 20:00 while maintaining the late evening parking facility for residents

To align “No Waiting” restrictions with Pay and Display timings where it is appropriate to do so

To adjust Season Ticket charges appropriately following the removal of the evening charge period

Declared Officer / Member Interests

None

Details of consultation undertaken (other reasons / organisations consulted

	Yes	No	Date
Executive Member	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By copy of this DDN
Ward Councillors	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By copy of this DDN
Chief Officer affected	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By copy of this DDN
Others (specify)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Contact Person

Pete Boustred Contact No 023 8083 3541

Authorised Signatory

Date 01/06/2021

Commencement for call-in	
Last date for call-in	
Implementation Date	



## Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

<b>Name or Brief Description of Proposal</b>	Removal of evening charges in all on-street and off-street parking bays
<b>Brief Service Profile (including number of customers)</b>	
Up to 5,000 Evening Visitors 20,000 City Centre Residents	
<b>Summary of Impact and Issues</b>	
<ul style="list-style-type: none"> <li>• City Centre Residents may become dominant users of parking spaces over a sustained period of time</li> <li>• Potential impact to bus / taxi trades as driver may choose to drive instead of taking public transport</li> </ul>	
<b>Potential Positive Impacts</b>	
<ul style="list-style-type: none"> <li>• Encourages visitors to the City Centre during the evening period</li> </ul>	
<b>Responsible Service Manager</b>	Richard Alderson
<b>Date</b>	04/06/2021
<b>Approved by Senior Manager</b>	Pete Boustred
<b>Date</b>	04/06/2021

## Potential Impact

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<b>Age</b>	None	N/A
<b>Disability</b>	Some facilities used by Blue Badge Holders may reach capacity in evening periods	Disabled Parking Bays are in place in many car parks and on-street and would be still be enforced in the evening period
<b>Gender Reassignment</b>	None	N/A
<b>Marriage and Civil Partnership</b>	None	N/A
<b>Pregnancy and Maternity</b>	None	N/A
<b>Race</b>	None	N/A
<b>Religion or Belief</b>	None	N/A
<b>Sex</b>	None	N/A
<b>Sexual Orientation</b>	None	N/A
<b>Community Safety</b>	None	N/A
<b>Poverty</b>	None	N/A
<b>Health &amp; Wellbeing</b>	None	N/A
<b>Other Significant Impacts</b>	None	N/A



# PUBLIC NOTICE

## THE CITY OF SOUTHAMPTON (CITY CENTRE) ORDER 2021

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL proposes to make the above Order, the effects of which would be:

- 1 To remove the on-street evening parking charges which currently apply Monday to Saturday, 6pm – 8pm.
- 2 To change the no waiting Monday to Saturday: 8am – 8pm & Sunday: 1pm – 6pm restrictions in the following roads to no waiting at any time: **Bellevue Road, Bernard Street, Carlton Crescent, Carlton Place, East Street, Gloucester Square, Henstead Road, Kings Park Road, Kingsway, Morris Road, Ordnance Road, Portland Street, Queensway, St. Marys Place, St. Marys Place Spur, South Front, Threefield Lane, Western Esplanade & York Walk.**
- 3 To change the no waiting Monday to Saturday: 8am – 8pm & Sunday: 1pm – 6pm restrictions in the following roads to no waiting Monday to Saturday: 8am – 6pm & Sunday: 1pm – 6pm: **Canal Walk, Canute Road, Castle Square, Castle Way, Charles Street, College Place, College Street, Duke Street, East Street Service Road, Lansdown Hill, Marsh Lane Industrial Estate, Richmond Street, Service Road behind 78-90 Above Bar Street, Service Road to Rear of 92-102 Above Bar Street, Service Rd behind 25-35 Castleway, Simnel Street & Terminus Terrace (North).**
- 4 To update the available season tickets to reflect the change in the parking charges (including cost).
- 5 To consolidate and update the format of the First Controlled Zone Order and its amendments.

Copies of the draft Order, relevant map and statement of reasons for proposing can be viewed online at [transport.southampton.gov.uk/TRO](https://transport.southampton.gov.uk/TRO) or may be inspected on Wednesdays and Fridays 9am – 4pm at the Southampton and Fareham Legal Services Partnership in the Civic Centre, Southampton SO14 7LY. Further information may also be obtained from the Highways division on 023 8079 8021.

Any person wishing to object or make any other representation relating to this Order must do so in writing via the Councils website: [transport.southampton.gov.uk/TRO](https://transport.southampton.gov.uk/TRO) or by post to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY quoting the notice title and stating the grounds for objection, within 21 days of the date of this Notice (i.e. by 25<sup>th</sup> June 2021).

Please note that all representations submitted, including the name and address of the person submitting it, may be made available for public inspection.

Dated: 4<sup>th</sup> June 2021

Richard Ivory, Solicitor  
Service Director: Legal and Business Operations  
Southampton and Fareham Legal Services Partnership



# PUBLIC NOTICE

## THE CITY OF SOUTHAMPTON (OFF-STREET PARKING PLACES) ORDER 2021

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL proposes to make the above Order, the effects of which would be:

- 1 To remove the off-street overnight parking charges which currently apply 6pm – Midnight.
- 2 To update the available season tickets to reflect the change in the parking charges (including cost).
- 3 To consolidate the off-street order and its amendments.

Copies of the draft Order, relevant map and statement of reasons for proposing can be viewed online at [transport.southampton.gov.uk/TRO](https://transport.southampton.gov.uk/TRO) or may be inspected on Wednesdays and Fridays 9am – 4pm at the Southampton and Fareham Legal Services Partnership in the Civic Centre, Southampton SO14 7LY. Further information may also be obtained from the Highways division on 023 8079 8021.

Any person wishing to object or make any other representation relating to this Order must do so in writing via the Councils website: [transport.southampton.gov.uk/TRO](https://transport.southampton.gov.uk/TRO) or by post to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY quoting the notice title and stating the grounds for objection, within 21 days of the date of this Notice (i.e. by 25<sup>th</sup> June 2021).

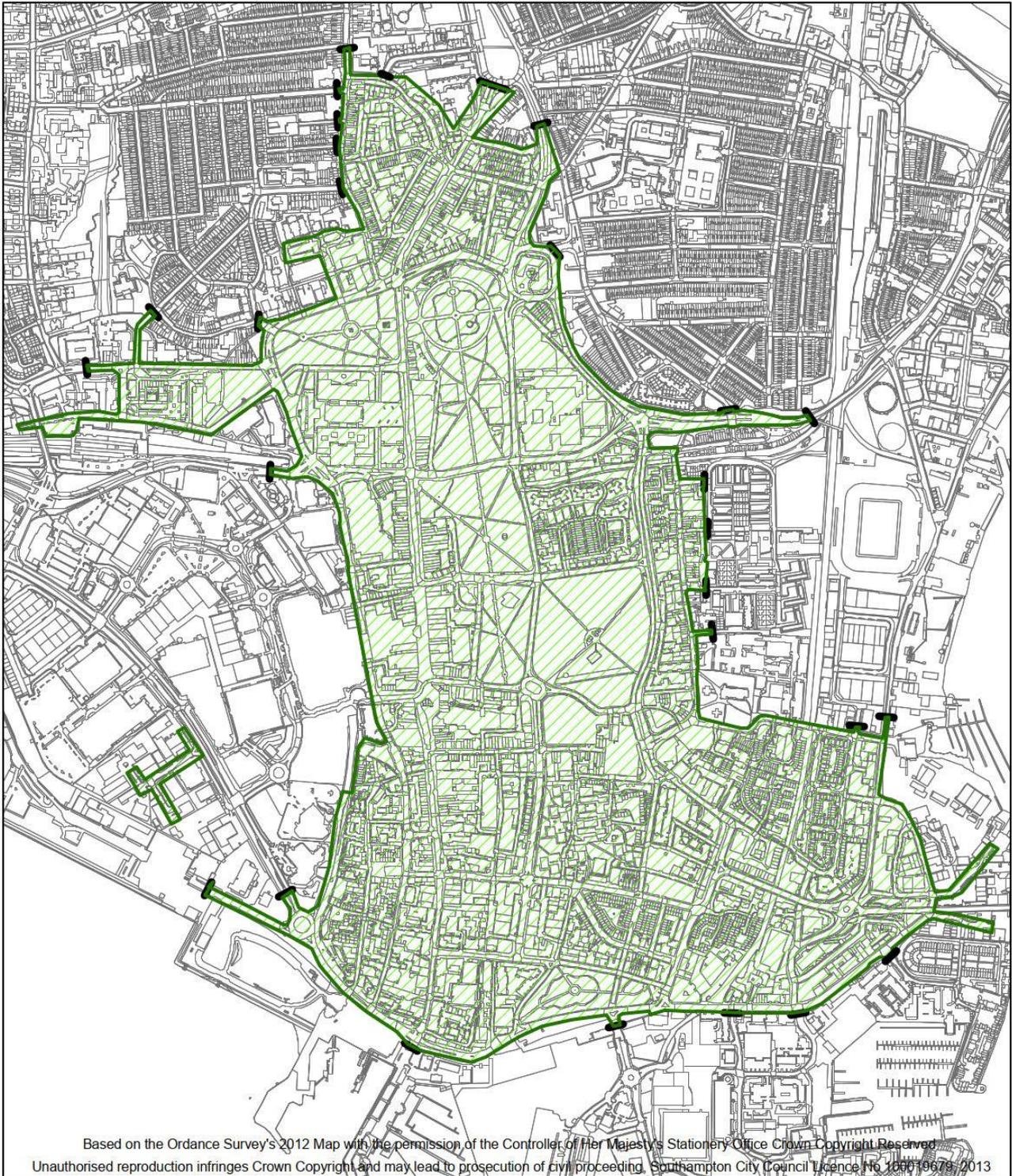
Please note that all representations submitted, including the name and address of the person submitting it, may be made available for public inspection.

Dated: 4<sup>th</sup> June 2021

Richard Ivory, Solicitor  
Service Director: Legal and Business Operations  
Southampton and Fareham Legal Services Partnership



## Appendix 3 – Map of Proposals



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

Highways Service Partnership

Balfour Beatty



Title *Map of Pay & Display Zone*

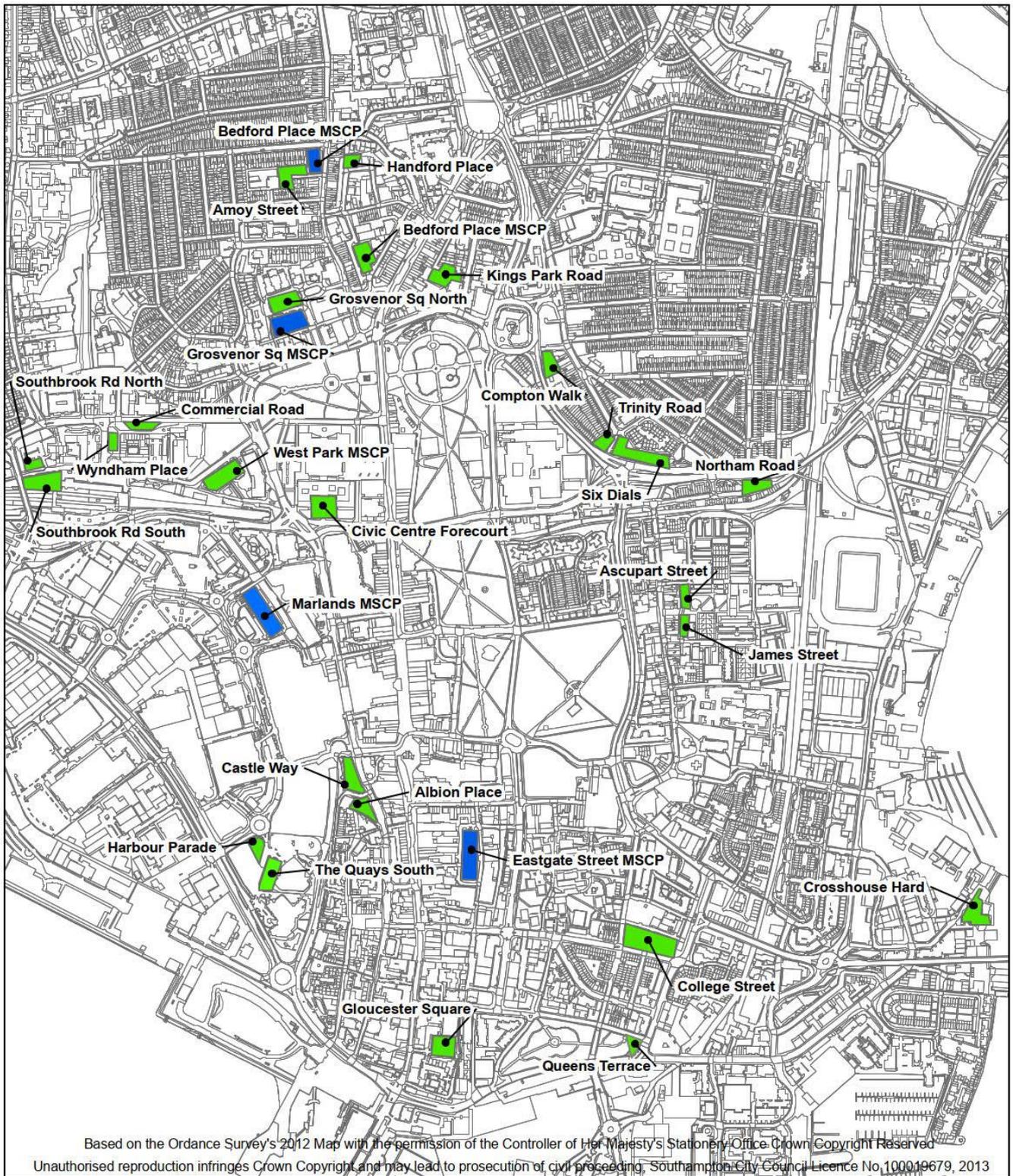
Key

 Pay & Display Zone

 Entry / Exit signs to Pay & Display Zone

Plan Number: GMFCZP2014

Date: 3/3/14



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 SCC Car Parks in the Pay & Display Zone Proposals 30/8/13

**Key**

- SCC Pay & Display Car Parks
- SCC Pay at Station on exit (Pay on foot) car parks

**Plan Number:** GMCPONSv1

**Date:** 31/7/13

## Appendix 4 – Objections and Officer Response

Ref	Objection/Concern	Officer Response
<b>Removal of evening/overnight parking charges</b>		
1	<p>In line with local, national and international targets to reduce our carbon footprint and improve air quality, the Council should be looking to reduce the number of journeys people make by car, rather than increase them.</p> <p>These proposals will increase air pollution against local and national government policy.</p>	<p>The aim of these proposals is to encourage visitors back into the city centre following the COVID-19 pandemic. It is not expected that traffic levels will increase above the pre-pandemic levels.</p> <p>The Council is committed to adopting a range of measures to improve air quality within the city, including encouraging the take up of electric vehicle via season ticket concessions for car parks and Itchen Bridge crossings.</p>
2	The income lost by providing free parking should be spent on sustainable transport and active travel.	The Council will continue to use the on-street surplus to support transport related measures.
3	The council should not be encouraging and subsidising driving into the city. 1/3 households in the city do not have a car and will not benefit from the proposals.	The Council is proposing these changes to encourage visitors back into the city centre following the COVID-19 pandemic to support local businesses. This will directly and indirectly benefit the wider community.
4	<p>There is no evidence that removing parking charges will boost the evening economy.</p> <p>Other Cities have implemented evening charges to manage evening parking</p>	A number of factors determine people's choice of an evening destination and creating a favourable parking environment in comparison to other destinations is one within the Council's immediate control. The changes will be promoted by the Council's Communications team to ensure that the wider public are aware of the change.
5	Encouraging people to drive to pubs and bars is irresponsible and will lead to more drink driving	Drink driving is a criminal offence and monitored/enforced by the Police. It is not within the scope of parking proposals to manage this type of external behaviour.
6	Encouraging people to drive into the city centre will cause more congestion.	<p>The aim of these proposals is to encourage visitors back into the city centre following the COVID-19 pandemic. It is not expected that traffic levels will increase above the pre-pandemic levels.</p> <p>In general traffic levels in the evening and night-time are significantly less than during the daytime peak and as such congestion issues should be limited.</p>
7	All residents will take advantage of this and they will be parking their own cars so there will be no space for visitors.	<p>Parking charges will still apply during the peak day time hours, which reduces the likelihood of residents parking for extended periods.</p> <p>Otherwise the utilisation of parking spaces will be monitored, and consideration can be given to further changes to the management of the parking should this be necessary.</p>

Ref	Objection/Concern	Officer Response
8	The proposals do not go far enough all parking should be free	The purpose of parking charges is to manage the turnover of vehicles in car parks to the benefit of all visitors. Removing charges all together would reduce vehicle turnover and have a significant impact on visitors to the city centre.
9	The financial impact has not been properly considered	Financial impact is not a consideration in the determination of a proposal relating to parking charges
<b>Changes to waiting restrictions</b>		
10	<p>The width of the road adjacent to the college car park, Bernard street, encourages individuals to accelerate beyond any considered safe speed. To remove the occasional parked vehicle will only encourage this irresponsible behaviour even more. We also already have to live with overweight container lorries plus noisy empty car transporters travelling through the town late at night generating an appalling amount of pollution as my windowsill can testify. Any change to the current situation should involve moving the traffic away from residential/town centre.</p> <p>The overall parking facilities in Southampton are already poor and the council appears to be on a crusade to ban the car. When the stadium holds an event, parking throughout Southampton becomes a joke. Cars enter the car park via the exit and there is never a day go by that several cars travel the wrong way down Bernard Street.</p>	<p>Bernard Street is an A-road (A 33) and as such forms part of the strategic road network where higher levels of traffic and vehicle movement are to be expected. While the frustration with vehicle noise is understandable the Council would not be able to support any measure to restrict traffic on this strategic route which connects the city centre and the port.</p> <p>Enforcement of speed limits and one-way restrictions is the responsibility of the Police and on-going issues can be reported directly to them.</p> <p>While it is accepted that parked vehicles can reduce vehicle speeds, they are not formal traffic calming features and cannot be relied upon for this purpose. It is considered appropriate to restrict the sporadic parking in this section of the road to prevent potential obstruction and safety issues. It is also noted that there are multiple suitable parking facilities in the immediate vicinity.</p> <p>The change to no waiting at any time restrictions may also assist during stadium events by encouraging vehicles to use the car park or the on-street parking bays.</p>

## Appendix 5 – Full Responses

Ref	Type	Response
1	Objecting	The current width of the road adjacent to the college car park Bernard street currently encourages individuals to accelerate beyond any considered safe speed . To remove the occasional parked vehicle will only encourage this irresponsible behaviour even more. We also already have to live with overweight container lorries plus noisy empty car transporters travelling through the town late at night generating an appalling amount of pollution as my windowsill can testify. Any change to the current situation should involve moving the traffic away from residential/town centre. The overall parking facilities in Southampton are already poor and the council appears to be on a crusade to ban the car. When the stadium holds an event,parking throughout Southampton becomes a joke. Cars enter the car park via the exit and there is never a day go by that several cars travel the wrong way down Bernard Street.
2	Objecting	This huge step backwards is completely out of step with the country which is moving towards more active, sustainable transportation. Don't take Southampton back to the 1980s! There is no evidence this move will help businesses in any way, while it will increase traffic, pollution, congestion and obesity in Southampton.
3	Objecting	This is very bad idea. This changes will not bring potential customers to the city. All residents will take advantage of this and they will be parking their own cars so there will no be space for visitors. I believe this may be worth it to discuss with traffic wardens itself not management. I have spoken once with lady warden and she has told me that she don't believe that will improve in any ways to bring visitors to town.
4	Supporting	What is needed to get the economy moving.
5	Objecting	Fundamentally we should not be encouraging car journeys. The council has declared a climate crisis so this is a counter-productive move.  Encouraging people to drive into the city to boost the evening economy seems peculiar given that those who drive cannot spend much in bars and restaurants on alcohol as they have to drive home again. You could even say the policy risks more drink-driving.  It is not clear how much money the council will lose by doing this. Presumably something else will need to be cut as a result.  I the council can find the funds for this proposed scheme then they should consider subsidising bus transport instead. Free evening bus transport to and from the city would encourage people to come in but they would also be able to spend more in the bars and get home safely. There are plenty of people without access to cars who would benefit from such a policy, rather than just benefit the people who do have a car.
6	Objecting	what about the third of people who don't have access to a car, or choose not to drive in? Shouldn't reducing bus fares be priority instead?
7	Objecting	Providing more subsidy to car drivers is unnecessary. How about the 1/3 of households in the city that have no car? Encouraging still more car use is bad for the wealth of the city and bad for the health of its inhabitants.
8	Objecting	The goal should be more people using public transport and active travel not encouraging and subsidising more cars and pollution in our city.
9	Objecting	Car parking charges are not expensive or a deterrent to people going to places such as the theatre. Southampton is already a congested city, and the council needs to be pro-active in encouraging alternatives to cars. This is an unnecessary and backward step.
10	Objecting	We need better transport into town not free parking. If I'm going out the parking charge is expected it wouldn't change my mind to come out or not.

		<p>Hill lane gridlocks daily how about sorting the pollution come from all the standstill cars instead.</p> <p>Stop encouraging people to buy cars and drive.</p>
11	Objecting	<p>This appears to be a very retrograde step - encouraging people to drive into the city. More effort should be put on improving evening public transport and active travel options. Encouraging people to drive into town for an evening out when alcohol is invariably involved seems somewhat foolhardy and potentially dangerous.</p> <p>Also where how would the loss in revenue be made up? I do not want to see me, as a resident, subsidising car drivers from out of the city.</p>
12	Objecting	<p>Following the government's and international community's aim to reduce our carbon footprint, we should aim to reduce the number of journeys people make by car, rather than increase them. Free parking is not sustainable, not now, and not in the long run, and it excludes the 30-40% of Southampton residents who do not drive, and who will spend their money elsewhere if they cannot get to our local shops easily and safely. What is sustainable, are ways to get around Southampton using public transport or active travel. With the income lost on free parking, improvements can be made instead to make the city center as well as neighborhood high streets better accessible on foot, cycle, or scooter. Work with the local bus companies to increase their coverage of the city, and address bus bottlenecks where they are delayed by excessive motor traffic. That will not only be a sustainable legacy, but it will also contribute to the City of Culture bid, turning Southampton into a more welcoming place to spend time in.</p>
13	Objecting	<p>I believe giving more benefits like this for people to drive into the city is a backward step for Southampton. More benefits must be given to people walking, cycling and taking public transport into the city.</p> <p>Traffic on our Southampton roads should be decreased rather than increased so that there is less air pollution, accidents and better safety for people to travel by bike.</p> <p>I completely oppose this idea.</p>
14	Objecting	<p>I don't have a car. What are you doing to help me? Bus fares are expensive. There's v little covered safe bike parking. Please do something that can benefit everyone, not just car owners.</p>
15	Objecting	<p>Why is the city once again giving special treatment to car owners? Efforts to reduce congestion and air pollution, and to increase pedestrian safety are desperately needed, and these all affect 100% of the city's residents. This measure only helps drivers, and then only a fraction of the time (they still have to deal with the congestion, air pollution, and are still pedestrians most of the day).</p>
16	Commenting	<p>Whilst temporary removal of the evening parking charges will assist evening workers we should also be considering other transport users. Is there potential to subsidise bus users perhaps, something like 30% of people, especially the young, do not have access to a car.</p>
17	Objecting	<p>Encouraging cars into the city is poor planning and counter intuitive to the clean air plan. Keep the parking fees as they are or increase them and spend the money generated on a public transport network</p>

18	Objecting	I don't see why making it cheaper to bring a car into city centre makes any sense when we have congestion, bad air pollution and an urgent need to encourage active travel. 30% of Southampton residents (generally those on poorer income) don't even have a car so won't benefit. Better to provide free bus travel to encourage people to use these.
19	Objecting	We do not need to encourage more car use. The focus should be on provide safe cycle routes and bike storage and safe night buses. This council prioritise cars over everything else. The agenda has to change. Ban cars in the city centre and make more areas pedestrian friendly.
20	Objecting	I would prefer to see an equivalent to the money lost from this proposal, being spent on improved public transport options. An improved provision would encourage people to leave their cars at home and give us all a more pleasant living environment. The levels of traffic in Southampton are unsustainable and make certain areas of the city unhealthy and disagreeable.
21	Objecting	Your proposal benefits only those in the city who own cars, excluding those who are without their own means of transport (typically lower income households). Instead of subsidising parking and encouraging more traffic onto the roads (resulting in more traffic and increased levels of pollution), perhaps you should look at subsidising or otherwise lowering bus fares across the city which would relieve traffic congestion, lower pollution levels, and benefit more people across the city.
22	Objecting	Reduce bus fares instead
23	Objecting	There is no evidence that this will improve trade and there are better things to be spending council money on that subsidising parking
24	Objecting	Many people don't have a car or are trying to reduce their use of one, so reducing bus fares would be a better action to take.
25	Objecting	Over a third of people in the city dont have cars, it might have been better to reduce bus charges for city residents.
26	Objecting	This proposal goes completely against reducing pollution and indeed deaths associated with poor air quality. The council should be promoting and supporting initiatives that reduce air pollution such as walking; cycling; affordable public transport or even carbon neutral public transport using non-fossil fuels. These proposals aimed at car users benefit the few not the many. These is against both local and central govt policy.
27	Objecting	It would be strategically better to develop affordable public transport ootions as well as well lit cycling and walking routes to reduce emissions and bind citizens to a green transport agenda. Reducing car park charges only benefits better off car owners. Time for a whole city wide transport policy
28	Objecting	1) The traffic is relentless in Southampton during the day. How about a break during the evening when people could find other means to get into the city. Why not have reduced fares during the evening as a promotional campaign and proper secure entry cycle parking hubs would help further. Money may be better spent on a creative alternatives rather than promoting increased traffic through free parking. 2) We are expecting taxis to convert to green technology so inviting more polluting vehicles into the city in the evening makes no sense. There is also a risk that you will be promoting drink driving.
29	Objecting	Not everyone drives in Southampton and this is unfair on them. Parking costs money as the surfaces need to be maintained and security needs to enforced. This bill has to be picked up through taxation and a large proportion of people would be charged when they don't have a need of free parking.  You are also encouraging car use over alternative and active transport (especially so after also removing key bus lanes and cycle lanes and removing pedestrianised areas) and this will increase traffic jams. Traffic jams increase noise, exhaust emissions, brake and tyre particle pollution. This is harmful to the population, goes against your Clean Air Day and #GetSouthamptonMoving campaigns.

30	Objecting	Please reduce bus fares instead. They are ridiculously high if you need to use 2 services to get around.
31	Objecting	What about the third of residents that don't have cars? Surely it makes more sense to reduce bus fares to ease congestion and pollution too?
32	Commenting	As about a third of Southampton residents don't have a car why not increase number of bus lanes and reduce bus fare
33	Objecting	This proposal will reduce much needed funds coming into the city council, necessitating cuts elsewhere. A third of people in Southampton do not have a car and rely on buses, cycling or walking to get around. We are in a climate emergency, as recognised by the Government. The city council should be encouraging the use of greener forms of transport, so reducing bus fares and putting in more bus lanes would be a much better way to "get people moving". As a bus user, I can vouch for the time spent at bus stops waiting for buses that are late or cancelled because they have been caught in traffic during rush hour. You will not get people to change from cars to public transport unless public transport is much cheaper and more reliable. Please new administration, get your priorities right!
34	Objecting	Think about how we should meet air quality targets. Many residents don't have cars, and many would prefer not to have to drive into the city. Use the money you're planning on losing from parking charges on improving alternatives to car use - e.g covered bike parking and bike only lanes - reduced bus fares - increased pedestrianisation (keep Bedford Place closed to motor vehicles).
35	Objecting	While I understand the wish to support businesses which have been seriously affected by Covid restrictions, I do not think this is the best way to achieve that. Many people do not have cars, and would benefit more from the budget change being an expenditure on additional public transport than foregoing income from parking. Additionally, this encouragement of car use will increase both CO2 emissions and pollution of various types, contrary to both the City's and the country's declared aims of continuing reduction.
36	Objecting	Southampton has one of the highest air pollution levels in the country. Instead of encouraging more cars to travel into the city centre, the Council should improve cycle parking (including covered cycle parking), reduce bus fares and further encourage green travel options. It should also fast-track the proposed park & ride facility.
37	Objecting	This council administration is not taking air pollution seriously and at this rate will risk an imposed clean air zone. More bus and cycle lanes with the revenue from parking charges please
38	Objecting	The city centre already struggles with high traffic levels, and removing charges would only encourage even more traffic. Additionally, the removal of these charges is not helpful at all to anyone who cannot or will not drive (myself included). Instead, the council should consider schemes such as discounted bus and/or rail fares, and encourage active travel into the city centre e.g. providing covered bicycle parking.
39	Objecting	Free or low price bus tickets and better provision for bike and scooter parking would be preferable to get more people into town. And keep priority on the roads for buses and taxis which moves a greater volume of people faster. Encouraging vehicles into town goes against the Council's aims to reduce pollution and carbon in the city. It should be more expensive to park in town than to take a family on the bus, and bus tickets should allow travel on all services to make routes easier to use.
40	Objecting	How does encouraging people to drive into the centre of Southampton fit with the need to reduce pollution? Also this only subsidises car drivers. What about those that don't have a car? How about subsidising buses instead?
41	Commenting	The proposal doesn't go far enough. The proposal should remove all parking charges if the council wants to preserve or improve the amenities of the area. If that's not possible then I object to the proposal as it's inadequate
42	Commenting	Removing parking charges does not help the third of people in many parts of the city with no car, or the young people who particularly use the city's night time economy but are less like to have access to a car or be able to drive. Better buses, running later, well promoted, would be a more

		sensible use of the money lost by the removal of the parking charges. Using a bike is also a really efficient way to get into the city centre, and making this as safe as possible would be another better response. Encouraging car driving just adds to the City's congestion and already poor air quality.
43	Objecting	The removal of car parking charges will encourage more car use in a Climate Emergency and is the wrong proposal. More than a third of people don't have cars, and many choose not to drive into town anyway. More (covered) bike parking and reduced bus fares would be better.
44	Objecting	More free parking means more congestion in our town. Also a lot of people do not have a car and choose other means to travel into town.
45	Objecting	There is too much traffic in Southampton. Making it easier for people to bring cars into the city makes things worse. Our city would be a more liveable place with significantly less traffic, and would eventually have higher value to outsiders if it was more difficult to get in, but nicer when you got here.
46	Objecting	a third of people don't have cars, and many choose not to drive into town anyway. More (covered) bike parking and reduced bus fares would be better.
47	Objecting	I'm concerned how Southampton Council will cover the expense of lost parking charges, and I feel that the money would be better invested in measures which would ensure better air quality in the city, such as subsidizing evening bus travel. Many people will be going into the city to attend the theatres, restaurants and bars, which would not require a big car to bring back shopping, and may be drinking when attending these venues so subsidized and later running buses may reduce the risk of drink driving.
48	Objecting	This is the wrong direction to take in terms of the climate emergency. One third of Southampton citizens do not have a car. Getting every moving would be better served by exploring ways to reduce and simplify bus fares, and to introduce lanes dedicated to buses and emergency vehicles. A reliable and frequent late night bus service would encourage people to use public transport on nights out. This proposal runs the risk of increasing the number of people who drive when over the legal alcohol limit-I accept of course that this is not its intention, but could be an unwanted consequence.
49	Objecting	Councillors should be following Govt policy and encourage active travel into town centre by putting its financial resources towards providing bigger carrots to cycle and walk or bus into town (eg subsidised bus fares, more buses, covered cycle parking). The above proposal will have the opposite effect and make private car use the more attractive option, to the detriment of those cycling and walking by creating more hazardous road conditions and causing increased air pollution from motor vehicles.
50	Objecting	Do have deep concens about the loss of income and how this would lead to cuts in hihway maintenance without any proven evidence it would boast business in the city centre. Cuts inroad maintence will lead to increase pollution in the city.
51	Objecting	This is a good source of revenue for essential services and evening and overnight parking charges would help deter people from driving into the city centre and encourage them to use public transport instead.
52	Objecting	This avenue stream had it's uses and helps reduce traffic and pollution in the town centre to some degree
53	Objecting	An essential revenue stream for public services

54	Objecting	This is a crazy plan. We need to encourage people to leave their cars at home and making it cheaper than getting the is not helping. This will increase pollution, reduce safety and reduce revenue for the Council.
55	Objecting	Eradicating parking charges encourages people to drive rather than take less polluting forms of transport into the city centre. We should be subsidising public transport links to the city rather than make it more congested and polluted with drivers.
56	Objecting	<p>I recognise that this may well be welcomed by many residents but the wider impact on those residents, business and council finances does not appear to have been fully considered before consulting on these proposals.</p> <p>This is out of step with neighbouring local authorities and cities in particular, who need to manage traffic flow and minimise pollution levels. There is no evidence that allowing cars to park for free will automatically pump more money into the local economy especially as the levels of charging are comparable or often less than similar cities, with several like Brighton and Portsmouth often charging 24 hours a day. This incentivises car use at a time when government policy and the overall direction of travel of most cities is to try and manage/reduce car use for the benefit of the environment and improve the quality of the experience of urban areas. This proposal is in effect not in line with Government policy which is trying to encourage greater use of healthier forms of transport and alternatives. Buses in the evenings are likely to find the viability of their services are affected by this proposal as it is a disincentive to use alternative modes of transport.</p> <p>Southampton has still got high levels of air pollution and this will not help address the environmental challenges we face as a city particularly as the population is expected to rise by many 1000s in the next decade or so. Many of these new residents will live in the regenerated city centre area, which will be most impacted by this proposal.</p> <p>The financial impact to the Council finances (both general revenue and parking account) are a concern as these are not budgeted for and will therefore result in cuts to other services or investment in the city.</p>
57	Objecting	Encourage people to use buses/walk/cycle by keeping the parking charges, which could be used to improve the city in line with the net zero 2030 commitment.
58	Objecting	<p>I wish to register my objection to the proposed removal of parking charges on the basis that:</p> <ol style="list-style-type: none"> <li>1. It is contradictory for the Council to promote clean air in a heavily polluted city while at the same time incentivising car users to come in larger numbers in an unmanaged way to the city centre</li> <li>2. The environmental impact of the administration's desire for more cars in the city centre has not been modelled, and they are ignoring relevant issues</li> <li>3. The Council has not given due consideration of what their plans will mean for local residents – the city centre is not just a commercial area, there is an increasing number of people and families who live here</li> <li>4. The financial impact has not been properly considered at a time when the Council's finances are under increasing strain from Covid costs and loss of income. This plan will worsen the loss of income</li> <li>5. There has been no creative thinking or intelligent analysis of sustainable recovery and how that could look rather than a simplistic "go back to how things used to be"</li> <li>6. For the hospitality sector, it would be better to not promote drinking and driving which is a likely consequence</li> </ol>

		<p>7. The claim that people who have paid £30 or more for a theatre ticket, or £20 per head for a meal out are not then willing to pay around £2 for parking is baseless - where is the evidence for this claim?</p> <p>8. This runs counter to what the majority of cities are doing in terms of parking management, is short-sighted, unevidenced, and reflects poor decision making by the administration.</p>
59	Objecting	Don't make parking free. Driving (ICE) cars contributes to 40,000 excess deaths in UK per year, particularly causing harm among children, poorer people and ethnic minorities. Please tax this ill health causing activity.
60	Objecting	The council should be encouraging public transport and other sustainable transports rather than car driving. The city centre has still be thriving with lots of people with the parking charges in place. The removal of a bus lane and the parking charges does not support the Green City Charter or the need to improve the Air Quality in the Southampton city.