

Officer Decision Making

Monday, 21st October, 2013
at 9.00 am

PLEASE NOTE TIME OF MEETING

Meeting Room 2, 4th Floor, One Guildhall
Square

This meeting is not open to the public

Decision Maker

Head of Transport, Highways and Parking

Contacts

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AGENDA

Agendas and papers are available via the Council's website

1 **EVENING PARKING CHARGES**

Report of the Business Operations Manager seeking to extend parking charges from 6 pm to 8 pm on street and 6 pm to midnight off street and some minor changes to parking tariffs, attached.

Friday, 11 October 2013

HEAD OF LEGAL, HR AND DEMOCRATIC SERVICES

Agenda Item 1

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

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Council proposals for on-street parking within the City Centre and Polygon (Zone 1) Agenda Item 1

Appendix 1

1. The effects of the Order are as follows:

(a) To introduce a new Evening Charging period from 6pm to 8pm, Monday to Sunday, with a discrete flat rate charge of £2.00 for each stay, in all on-street city centre Pay & Display bays.

(b) Where the current no waiting restriction period is from 8am - 6pm Monday to Saturday and 1pm - 6pm Sunday an extended no waiting restriction period of 8am - 8pm Monday to Saturday and 1pm - 8pm Sunday will apply.

(c) To introduce an Overnight Parking Pass for holders to park without charge from 6.00pm until the next day time charging period commences in all on-street city centre Pay & Display bays. This pass will be valid for a limited number of stays, and be available at the discretion of the Council to registered charities and voluntary organisations, subject to formal application and limits on issue.

(d) To introduce a new length of stay in the Central Core Red Code Outer Pay & Display bays of 2 hours with a charge of £4.00

(e) To introduce a new length of stay in the Central Core Red Code Pay & Display bays of 2 hours with a charge of £4.00 and other revised charges, (as shown in the Table 1 below):

(f) To introduce a new Pay & Display Code for East Street with length of stay and charges (as shown in the Table 2 below):

Table 1 Area and Code	Length of Stay & Charge (Existing)			Length of Stay & Charge (Proposed)			
	Up to 20 mins	Up to 40 mins	Up to 60 mins	Up to 20 mins	Up to 40 mins	Up to 60 mins	Up to 2 hrs
Central Core (Red Code)	£0.80	£1.20	£2.50	£0.80	£1.50	£2.20	£4.00

Table 2 Area and Code	Length of Stay & Charge (Existing)			Length of Stay & Charge (Proposed)		
	Up to 20 mins	Up to 40 mins	Up to 60 mins	Up to 10 mins	Up to 30 mins	Up to 60 mins
Central Core (East Street Code)	£0.80	£1.20	£2.50	Free	£1.30	£2.20

(g) To change the length of stay and reduce charges (see Table 3 below) by changing the following roads from Red Code to Blue Code:

Brunswick Place, Castle Way, Castle Way (Service Road)

(h) To change the length of stay and reduce charges (see Table 3 below) by changing the following roads from Blue Code to Green Code:

Bernard Street, Bugle Street, French Street, Morris Road, St Andrews Road,

(i) To change the length of stay and reduce charges (see Table 3 below) by changing the following roads from Blue Code to Grey Code:

Broad Green, Cossack Green, North Front, South Front, Winton Street.

(j) To align the First Controlled Zone Traffic Regulation Order with Pay & Display bays as marked in the following length of road and to change the length of stay and reduce charges (see Table 3 below) by changing from Red Code to Grey Code:

Palmerston Road: from 36m north of South Front northwards to 44m south of Craven Walk (7 bays)

(k) To align the First Controlled Zone Traffic Regulation Order with the no waiting at any time and no loading 8am to 6pm restrictions currently marked in the following length of road:

West Street: north side, for its entire length.

Table 3 Area and Code	Day Charging Hours From 8am to 6pm Monday to Saturday and 1pm to 6pm Sunday									
	Length of Stay									
	Up to 10 mins	Up to 20 mins	Up to 30 mins	Up to 40 mins	Up to 60 mins	Up to 90 mins	Up to 2 hrs	Up to 3 hrs	Up to 4 hrs	Over 4 hrs
Central Core (Red Code)	£0.80		£1.50		£2.20		£4.00		Not applicable	
Mid Area (Blue Code)	£1.00		£1.80			£3.00	£3.90	Not applicable		
Outer Area (Green Code)	£1.20					£2.50	£3.60	£4.70	Not applicable	
Outer Area (Grey Code)	£1.20					£2.50	£3.60	£4.70	£5.50	

(Please note Table 3 only shows Day Time charges, as the proposed Evening Charge, see paragraph (a) above, will apply to all city centre Pay & Display bays).

(l) To change the restriction period in **Polygon Zone 1** to 8am to 8pm Monday to Saturday and 1pm to 8pm Sunday (where the existing zone restriction period of 8am to 6pm Monday to Saturday applies).

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1 The effects of the Order are as follows:

- (a) To introduce an “Overnight” Charge of £2 for any period of parking from 6.00pm until Midnight in the car parks in list A below:
(Please note that vehicles parked before and leaving after 6.00pm will be subject to a day time and “Overnight” charge; there is no charge for parking after midnight until the next day time charging period commences).
- (b) To reduce the annual Overnight Season Ticket charge from £250 to £150, allowing parking without charge from 6.00pm until the next day time charging period commences, available to any person, in the car parks in lists A and B below and West Park MSCP.
- (c) To introduce an Overnight Parking Pass for holders to park without charge from 6.00pm until the next day time charging period commences in the car parks in list A below. This pass will be valid for a limited number of stays, and be available at the discretion of the Council to registered charities and voluntary organisations, subject to formal application and limits on issue.
- (d) To introduce new Resident’s Season tickets, available for residents within the city centre Pay & Display Zone, for 6 months at £375 or for 12 months at £750, for parking at any time, without charge in either:
 - i) any of the car parks in List C or West Park MSCP, or
 - ii) a specified car park in List B.
- (e) To withdraw the current “Pay as You Park Card”
(Please note the “Decrementing Card” pre-payment option will be available, for use in Marlands MSCP without discount and with a 20% discount on parking charges for Bedford Place MSCP, Eastgate St MSCP and Grosvenor Square MSCP.
- (f) To withdraw the 5 Day Season ticket.
- (g) To introduce 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 car parks in list C and West Park MSCP.

Car parks list A

Albion Place, Amoy St, Ascupart Street, Castle Way, Civic Centre Forecourt, College St, Commercial Rd, Compton Walk, Crosshouse Hard, Gloucester Square, Grosvenor Square (North), Handford Place, Harbour Parade, James Street, Kings Park Road, Northam Road, Queens Terrace, Six Dials, Southbrook Road (North), Southbrook Road (South), Trinity Road, Wilton Avenue and Wyndham Place.

Car parks list B

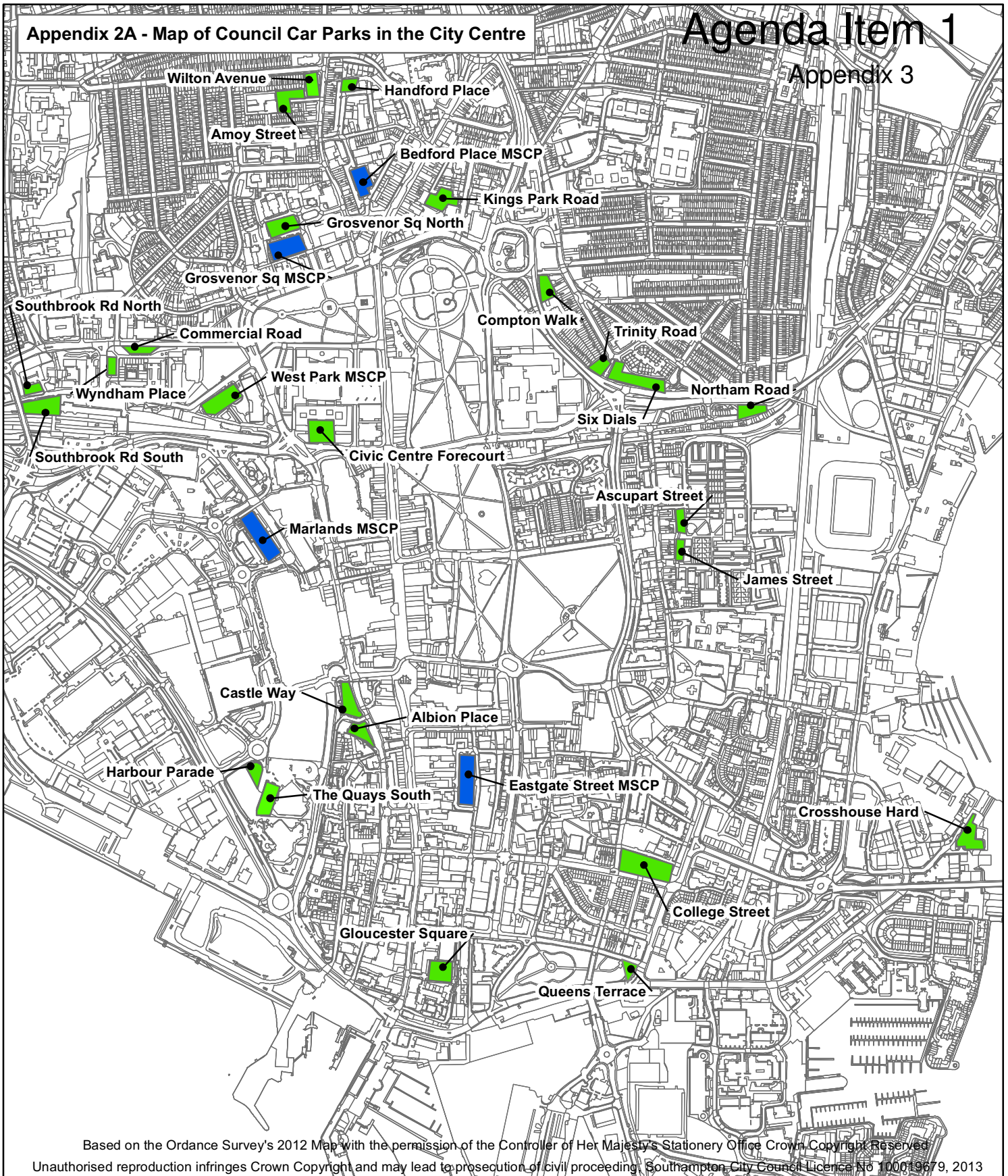
Bedford Place MSCP, Eastgate St MSCP, Grosvenor Square MSCP and Marlands MSCP.

Car Parks list C

Amoy Street, College St, Compton Walk, Gloucester Square, Grosvenor Square (North), Handford Place, Harbour Parade, Kings Park Road, Northam Road, The Quays South and Southbrook Road (South) and Southbrook Road (North).

Please note that in the above “MSCP” stands for “Multi-Storey Car Park”.

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 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 City Centre Car Park Proposals 30/8/13*

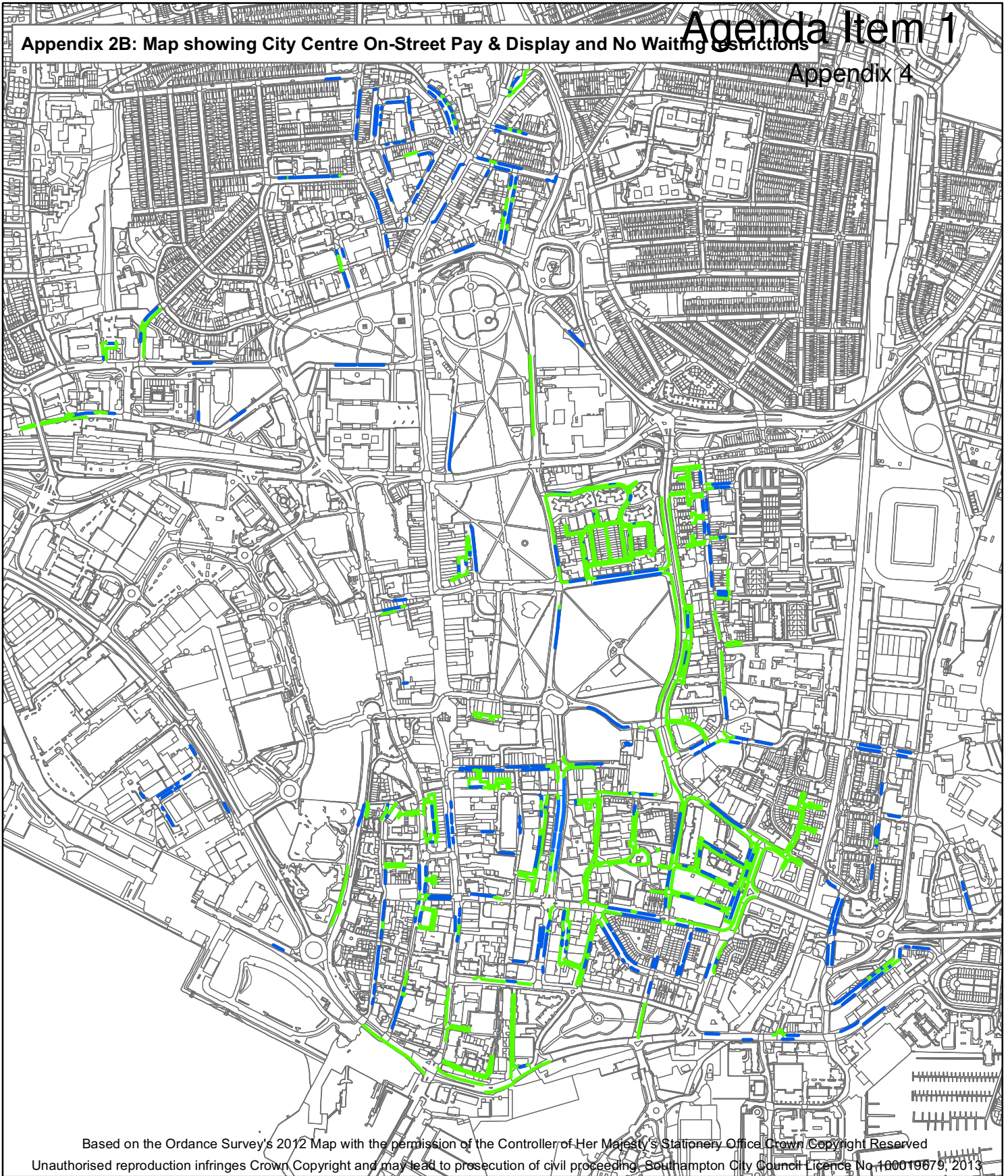
Key

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

Plan Number: GMCPONSv3

Date: 16/8/13

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Highways Service Partnership
Balfour Beatty



SOUTHAMPTON CITY COUNCIL

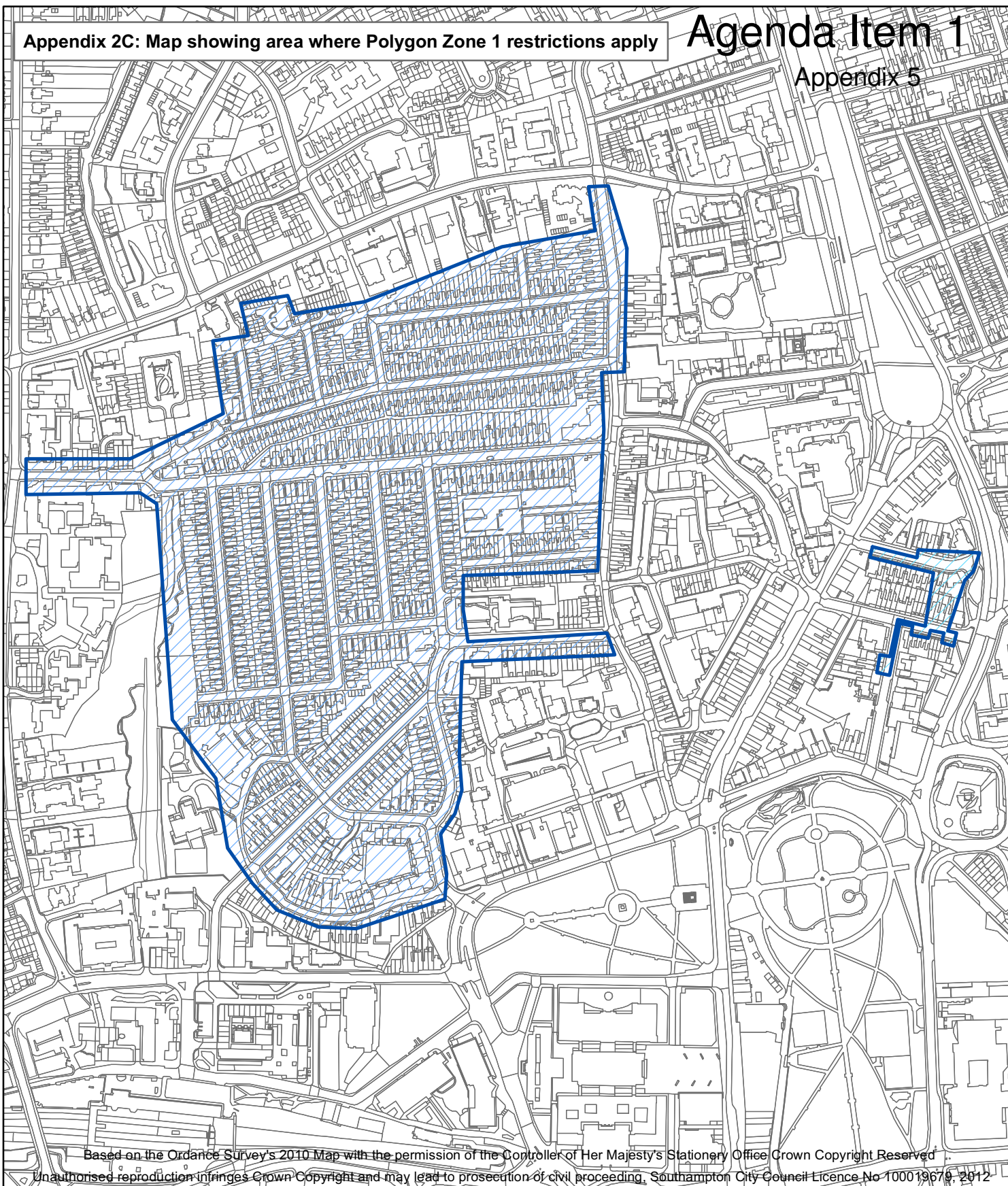
Title *Map showing the on-street restrictions within the City Centre (First Controlled Zone) subject to proposals to introduce Evening restrictions*

- Key**
-  *No Waiting Restrictions - where it is proposed to extend the restriction period to 8pm on all days, where the current restrictions apply from 8am to 6pm, Mon to Sat and 1pm to 6pm Sun.*
 -  *Pay & Display restrictions - where it is proposed to extend the restriction period to 8pm on all days, from the current restriction period of 8am to 6pm, Mon to Sat and 1pm to 6pm Sun.*

Plan Number: GMFCZECv1

Date: 14/8/13

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 Traffic Management
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Title *Map showing location and area of Weston Lane Car Park*

Key
 *Area where the Permit (Z1) and No Waiting parking restrictions that currently operate from 8am to 6pm Monday to Saturday are proposed to change to 8am to 8pm Monday to Sunday.*

Highways Service Partnership

Balfour Beatty



Plan Number: GMPZ1v1

Date: 31/7/13

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Map and Table of On-Street parking levels in the City Centre (south)

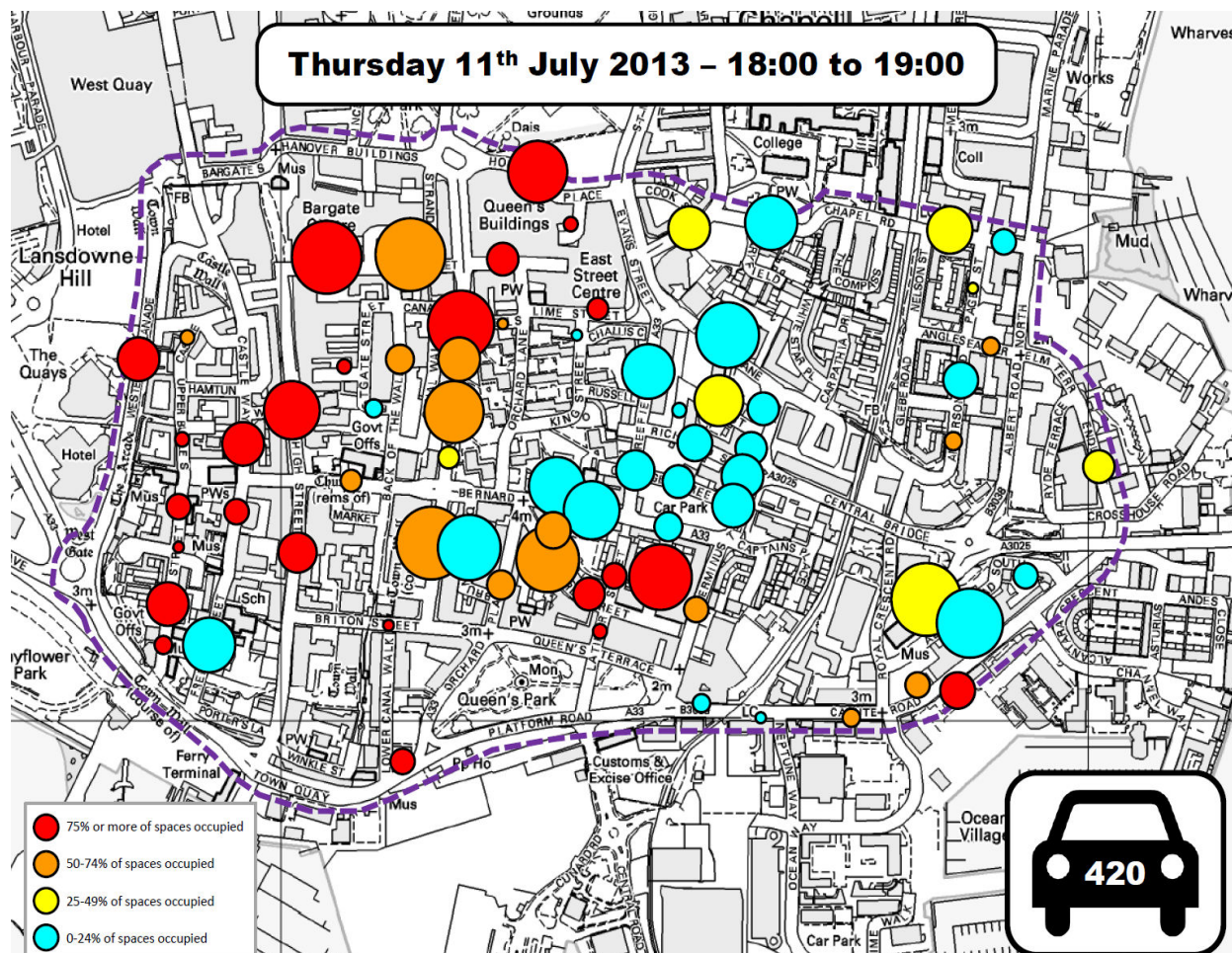


Table showing On-Street Parking totals for the area of map above from 11th-14th July 2013.

Time of Day / Day	Thursday 11 th July 2013	Friday 12 th July 2013	Saturday 13 th July 2013	Sunday 14 th July 2013
06:00-07:00	186	219	143	143
08:00-09:00	131	173	109	154
10:00-11:00	228	251	206	257
12:00-13:00	263	249	216	257
14:00-15:00	252	268	203	257
16:00-17:00	192	225	214	140
18:00-19:00	420	250	307	209
20:00-21:00	497	383	405	305
22:00-23:00	320	375	349	204

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1) Representation from Subway Southampton Ltd

As a local trader with three shops in down town Southampton I STRONGLY OBJECT to the implementation of additional evening parking charges. High streets are struggling with empty shops and councils need to try to help businesses support employment in town centres, not encourage people to go to FREE parking areas such as hedge end and elsewhere.

Subway Southampton Ltd

2) Representation from the Director/Founder of Asset Management IFA Ltd

Your proposal to extend the payment time for parking in Southampton until late in the evening is yet another tax on the motorist and another nail in the coffin of late night shopping in Southampton. I am frankly appalled at this proposal and ask you to reconsider! It was bad enough when you cynically extended the payment time on many car parks from 17.30 to 18.00! Give local businesses a break and stop driving business in the direction of out of town business centres like M&S / Sainsbury's at Hedge End!

3) Representation from a Partner of Coco Rio Restaurant with a Petition of 169 Signatures and copy of Article from the Daily Echo regarding reduced Parking Charges in Bournemouth

UPPER BANISTER STREET BEDFORD PLACE PARKING

Enclosed is a petition against the intention of increasing the parking times into the evening in this area. We have a restaurant in Upper Banister streetour trade will seriously be effected.

The parking here is already very costly and when the prices increased, we have lost a lot of potential customers. This also effects all the business around us.

Please see the article for parking in Bournemouth...we need to bring people in not send them elsewhere .

I have made copies of all the petition pages so please take notice of what we all have to say.

New parking rates launched to help get more visitors to Bournemouth

8:00am Saturday 7th September 2013

By Melanie Vass

A RANGE of new parking offers has been launched to try and tempt more visitors into Bournemouth car parks. Bournemouth council has decided not to increase parking charges for a fourth successive year and has launched a range of new rates.

A scheme offering two hours parking for £1 has been extended to all council-owned car parks, except for the seafront and leisure car parks, and a deal allowing commuters to pay £4 to park all day has been extended to the Central and Berry Court car parks.

Daily, short break and weekly rover tickets are also being introduced which allow drivers to park in any seafront or long-stay car parks while the ticket is valid. This means motorists can park at the beach and then move to a town centre car park if their plans change.

Cllr Michael Filer, cabinet member for transport, said: "In the current economic climate we know local people may be feeling the pinch and we are doing all we can to help motorists get good value parking in the town.

"By rationalising our charges we are also supporting local businesses by offering competitive parking rates in comparison to other neighbouring towns to help attract shoppers and visitors in to the town."

One of the areas that will benefit from the lower parking rates is **Boscombe**, where parking will be reduced to 50p for an hour and £1 for two hours.

Cllr Jane Kelly, cabinet member for partnerships and regeneration, said: " I know that local businesses will welcome the decision to reduce parking charges in Boscombe which together with other work ongoing to improve the area will be another positive step towards boosting business in Boscombe as well as making Boscombe an affordable place to visit."

[Back](#)

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Representations from Businesses, Societies and Organisations to Evening Charges (cont)

PETITION

THIS IS A PETITION AGAINST THE PARKING CHARGE EXTENDING FROM
6PM TO 8PM Monday - Sunday in Upper Banister Street and the Bedford Place Area

It will cause loss of trade by driving people away from this area. Extra costs to employees in this area working after 6pm.

4) Representation from the Managing Director of Progressive Lettings

As a managing agent for a hall in the centre of Southampton which is hired in the day and evening I would like to object to the proposal to introduce parking charges on street and in surface car parks in the City centre. The hall we manage does not attract a lot of hirers during the day because parking has to be paid for, most weeks 6 evenings each week are booked we have already been informed by one hirer they will be looking for another venue. It is our opinion that introducing these charges will once again effect businesses in the city centre and drive people away, and for this reason we would like to register our objection to your proposal.

5) Representation from the Chair, Eastgate and Old Town Traders Association

Further to your meeting with myself and other members of the Eastgate and Old Town Traders Association I can confirm the traders view that the association objects to the original rises in parking charges as outlined in the posters displayed in the area, including the evening charges .

However after consultation with yourself I can confirm that keeping the 10 minutes free in east street , extending this to the evening , keeping charges in Queensway at their present discounted rate and keeping the 2 hour charge in the high street under £4.00 will be welcome . Also having a shoppers ticket of £5 from 10-4 pm Monday to Saturday would be welcome and allow a parity of multistorey car park charges across the city centre .

6) Representation from City of Southampton Society (COSS)

I would be grateful if the following points could be put forward when the appropriate committee meets to debate evening parking.

1.CoSS is an independent body of people who take an interest in and care for our city.The society has contributed to the culture of the city in a number of ways, by sponsoring the Queen's Peace Fountain and establishing the Jane Austen trail to name two.There are other instances which will be in the city records.

The Coss planning and environment sub- committee scrutinizes all planning applications for changes in Conservation Areas, to listed buildings and for major developments.

The society considers that it is an asset to the city because of the service it gives.

2.The society meets every fourth Monday of the month at Edmund Kell Hall in Belle Vue Road, from 7pm until 9pm.

3. As you will know, Belle Vue Road falls in the blue zone for evening parking charges.

4.We request that CoSS be exempted from parking charges especially as a number of our members come from beyond the City Centre by car, there being no adequate 'bus service from the suburbs.

5.This could be achieved by the City Council issuing the Society with (say) 15 permits on which could be stated the date of the meeting and the car registration.This would prevent inappropriate use of the permits.

6.Whilst our primary concern is for our own Society, we do appreciate that churches, for example , in Bugle Sreet and other organisations such as SCMAS (Southampton City Museums Archeological Society) also hold evening events within the proposed evening paying zones.

7.I hope that our case will be heard sympathetically.Our aim is simple;to keep the city centre available to our members during the early evenings.Without their attendance at meetings the city will lose a substantial body of support

Representations from Businesses, Societies and Organisations to Evening Charges (cont)

7) Representation from the Chairman of Southampton Mineral & Fossil Society

Hello with reference to the proposed evening £2 parking charge in Southampton I wish to raise an objection on behalf of the 35 members of Southampton Mineral & Fossil Society. We were formed in 1971 and have members that live across Southampton and beyond. Since late 1979 we have had our monthly evening meeting on the 3rd Tuesday of each month at the Friends Meeting House in Ordnance Road in Southampton. Another group uses a smaller room on the same evening and I'm sure there are many such clubs and organisations who use it as a meeting venue throughout the year whose members will also be affected by this proposal.

We have about 25 attendees at our meetings probably involving about 10 to 15 cars and at present manage without too much difficulty to park in Ordnance Road or nearby. If this proposed parking charge is introduced it is likely to have a major impact on members being prepared to come to our meetings. We already pay for the hire of the meeting hall, members pay an annual subscription to belong, but members subscriptions are insufficient to cover the annual hire charge and other costs of running the club - we have to fund raise to keep going.

It is unlikely that many members will be happy to pay an extra £24 per year to attend meetings on top of travelling costs and annual membership. If these parking charges are introduced and we continue to have our meetings in Ordnance Road I have very strong concerns as to whether the club will survive. Alternatively we would be forced to move out of Southampton to a different venue which in itself would then affect a couple our members who travel to meetings by train arriving at Southampton Central Station.

8) Representation from Member of the Society of Friends

I am a member of the Society of Friends (Quakers). Our Meeting house is in Ordnance Rd Southampton. The Meeting House is used by a variety of people including Alcoholics Anon, Cocaine Anon and Gamblers Anon. All these groups are set up to help disadvantaged people regain their self respect and hopefully gain control of their addiction. This increase in parking may well mean they cannot afford to continue coming. This in turn has implications for the Health Service. I hope that this may cause you to rethink the plans for evening charges and find another way to obtain more revenue.

In addition most of the houses in Ordnance Rd are student accommodation and this could add further charges to parents visiting who are already probably supporting the students financially.

9) Representation from the Chairman of Northwood String Orchestra

I am chairman of the Northwood String Orchestra which meets in Ordnance road on Monday evenings. We are non – profit making and raise about £800 a year for charity. Our rehearsal time of 7:30 to 9:30 means that we shall be affected by the new evening parking charge and the effect will be to more than double our subscription. I understand from the notices on display that parking permits may be available for organisations such as ours and I would be grateful if you could give me more information. Based on our present membership we would need about 30 permits for the area around Ordnance road.

10) Representation from the Branch Director of Southampton & District Samaritans

I am writing in response to the proposed introduction of evening parking charges in an extended region of Southampton.

Southampton Samaritans are based in 11 College Place, London Road and we are extremely concerned about the possible adverse effects on our recruitment, retention of volunteers and our finances when this is introduced. During the daytime there are usually only a small number of volunteers in the building and they are catered for with our own dedicated parking spaces to the rear of our building.

Our requirement for increased availability of parking occurs during the evenings. This is when greater numbers of potential or actual volunteers attend a range of events.

These include:

Information events – more than 20 people. Held every two months

Selection events – more than 20 people. Held every two months

Interviews - every two months.

Meetings - often several in any one week with numbers from half a dozen to 20 in addition to the volunteers on duty.

We have to ensure a constant supply of new volunteers and we cannot afford to reduce the number of meetings.

Representations from Businesses, Societies and Organisations to Evening Charges (cont)

Training which is held on consecutive weeks over a 6 week period – up to a dozen people. Samaritans training is rigorous and we must ensure our trainees are not prevented from regular attendance.

Finance.

Samaritans policy is that no one should be discouraged from joining us for financial reasons. This means we may be asked to pay parking expenses to our volunteers. Southampton Samaritans has to work hard to pay the bills incurred in our normal operations. We receive no external funding and have to raise all our own funds. We simply cannot afford to fund parking expenses for so many people out of our limited resources.

If we are not able to ensure a continuous supply of new volunteers we cannot provide the service for our callers, which is our priority and the reason we are here.

Whilst we are all mindful of, and sympathetic to, the difficult financial position the local authority now finds itself in, the imposition of parking charges has very serious implications for the continued survival of Southampton Samaritans and we very much hope you will be able to find a way to reconcile these conflicting demands.

11) Representation from the Secretary of Southampton & District Philatelic Society (SDPS)

Re: Traffic Regulation Order – Evening Parking Charges

The Southampton & District Philatelic Society (SDPS) objects to the proposed Order on the following grounds:

1. The imposition of parking charges will add to the costs of up to 50 persons who attend our twice monthly meetings. The majority of our members are of the 'older generation' with limited and/or fixed incomes, and although the proposed charge of £2.00 is not excessive, it will be a deterrent to some.
2. The proposed Regulation of a single period of charging from 18.00hrs until 20.00hrs will mean that members will be paying for 2 hours when they will only be parking for 1 hour. Our meetings commence at 19.15, as do many other activities in the city, which means members are paying for an amenity, ie parking from 18.00hrs until 19.00hrs, which they do not utilise.
3. Parking in the Bugle Street area can be difficult to find, but at the present time members can use the areas marked with single yellow line, as they arrive after the current restrictions cease. With the new regulation, the restrictions of the single yellow line will apply until 20.00hrs and will mean the loss of parking for some dozen cars in the immediate vicinity of St Joseph's Hall.

The Southampton & District Philatelic Society notes from the displayed proposed Traffic Regulation Order that in paragraph 1.c 'residents, registered charities and voluntary organisations' may apply for dispensations or passes which would offer relief from the proposed order.

The Southampton & District Philatelic Society, being a voluntary organisation, established in 1932 for persons interested in philately, and one of the country's larger such societies, would wish, if the proposed TRO is implemented and enforced, to make application for such pass/passes. We would like to know whether such dispensation should be applied for by the Society on behalf of our members, or whether members must apply personally and individually. Will the process for such applications be available before the any such implementation? How and to whom must such applications be made?

An early reply to our enquiries in regard to passes would be appreciated, so that if the Regulation is implemented, we will be in a position to inform and assist our members to continue to enjoy the facility they have had in the City of Southampton for so long.

Representations from Businesses, Societies and Organisations to Evening Charges (cont)

12) Representation from the Secretary of Albion Place, Masonic Order of Secret Monitors

Regarding your intention of extending car parking charges into the evening, I am interested to know how this will affect our members attending meetings from say 5-00pm to 11-00pm. Will they be allowed to pay for the normal parking charges and the extended charges at the same time? Regarding the proposals I would comment thus: With the recent publicity regarding other councils increasing their charges, have you considered whether your proposals are legal? Increased charges to counteract parking and traffic problems during the proposed period would be considered acceptable. Increased charges to raise extra income for the Council would, in my opinion, be considered illegal. I suggest that you give careful consideration to your plans to avoid possible legal proceedings being taken against the Council.

13) Representation from the Secretary of Beach Lodge 2955 to Parking Charges at 40 Steps

I would like to object against your increase parking fees at the above location, this I seem is illegal, I would like to add most of my members are old and the fees may have impact on our meetings and we try to raise money for charity to help local people this will effect this will have by your very mean actions,
Secretary Beach Lodge 2955

14) Representation from the Secretary of Southampton Masonic Hall Co Ltd

Regarding your intention of extending car parking charges into the evening, I am interested to know how this will affect our members attending meetings from say 5-00pm to 11-00pm. Will they be allowed to pay for the normal parking charges and the extended charges at the same time? Regarding the proposals I would comment thus: With the recent publicity regarding other councils increasing their charges, have you considered whether your proposal is legal? Increased charges to counteract parking and traffic problems during the proposed period would be considered acceptable. Increased charges to raise extra income for the Council would, in my opinion, be considered illegal. I suggest that you give careful consideration to your plans to avoid possible legal proceedings being taken against the Council.

15) Representation from the Secretary Southampton University Lodge No 7022

Ref:City of Southampton (Off-Street Parking Places) (Amendment No. 6) Traffic Regulation Order 2013

The Southampton University Masonic Lodge No 7022 Committee met on Saturday 14 September 2013.

One of the items on the agenda was the impact the proposed extension of parking regulations from 6 p.m. I, in common with many other members come from outside the County and have to park near to the Masonic Hall. If we cannot park it will severely affect our ability to attend meetings. The meeting starts at around 5 p.m. and finishes at around 10 p.m. A two hour limitation would make it impossible to park nearby.

We have strong doubts about the legality of such an extension as there are limited traffic problems within Southampton on Saturday evenings which are the normal reason for preventing parking. Please reconsider or extend the maximum time allowed for parking in the evenings.

16) Representation from BTC Rowing Club

I strongly object to the new imposed charges which will relate to Crosshouse Hard Car Park. This is the only car park near to the two rowing clubs, Scouts and Fishing Clubs.

Training at these clubs takes place week day nights and the week-ends. To impose further charges after 6.00pm will probably deter some people from taking part. It is hard enough trying to involve youngsters in these activities without penalising Parents who will have to pay these extra charges.

Representations from Businesses, Societies and Organisations to Evening Charges (cont)

16) Representation from the Chairman of Southampton Rowing Association

I write objecting to the proposed extension of parking charge periods for the above named car park, on behalf of the 'Crosshouse Water Users Group', consisting of B.T.C. R.C., Itchen Imperial R.C., Shirley Sea Angling Club, Southampton Sea Angling Club and the 12th and 25th Sea Scouts. Together these six clubs provide healthy, outdoor recreational activity to some 400 people who regularly use the Crosshouse Road car park.

More than fifty percent of this group are under the age of eighteen, and the clubs involved provide structured, physical, water based activities 3 evenings per week and at the W/E, teaching these youngsters self-discipline, team building and relationship skills with their peers. Basically keeping some of these young persons "off the streets". Currently with the parking charges ending at 18:00 hrs. it enables club members, coaches and parents of children, to park in the evenings free of charge to watch their children partake in a healthy, fitness based activity. By extending the parking charges to midnight each day this places an extra expense on those people who are regularly using this car park to enjoy their sport.

Whilst the council provide a limited number of discounted annual parking permits, which the individual clubs distribute amongst their key personnel and coaches, this in no way covers the total membership of the these organisations, most of which would have to somehow absorb these additional parking charges if implemented. This proposed extension would mainly effect these organisations, as the general public hardly use this car park after normal office hours.

In conclusion, I would hope that the council would reconsider their proposals on extending the parking period charges on this particular car park.

1) Representation and Petition of on behalf of residents of Old Southampton and local surrounding areas

Reference: The City of Southampton (First Controlled Zone) (Amendment No. 4) Traffic Regulation Order 2013

On behalf of the residents of Old Southampton and local surrounding areas, we wish to officially object to the proposal to introduce charges and restrictions for on-street city centre Pay and Display bays from 6-8pm. We feel that this proposed charge is aimed primarily to disadvantage residents and local businesses in the city centre area for the following reasons:

a) Increased household costs during extremely difficult times.

A number of residents who drive will have no choice but to pay this extra £2 per day, costing over £730 a year in order to park close to where they live. This is a huge additional expense especially when people are trying to cope with other ever increasing costs and reduced income.

b) This will encourage drink driving.

There are many local residents who travel to work outside of Southampton and then like to return home and unwind with a social drink in one of the local pubs. A number of people have already indicated that this proposed new parking policy will encourage and even coerce them into visiting a pub close to where they work and then drive home at 8pm. We are assured that they will remain within the drink-drive limits, however, is this really a policy that Southampton Council wants to encourage, and even to be the direct cause of such a change in behaviour. Lives will be put at risk, and also the cost of an increasing number of road accidents will far outweigh the increase in revenue from parking charges.

c) Local businesses will be harmed.

People working outside of Southampton will spend more of their money on food, drink and entertainment away from the city, and only return home after the 8pm curfew.

You only need to walk around Southampton centre between the hours of 6-8pm to see that it is not as busy and vibrant as many other Cities, and local businesses are really struggling. This additional £2 charge will discourage visitors from coming into Southampton City Centre for short

d) Lives will be endangered.

Some residents already have to park some distance away from their home and then move their vehicles after 6pm nearer to home in readiness for an early start the next day. Elderly and vulnerable people in particular will be put at greater risk if they cannot do this now until 8pm, and the increased hours of darkness will have a significant impact on the community with assaults, rapes and robberies obviously expected to rise as a direct result of this councils new parking proposals.

Please find enclosed a petition against this proposed charge. We believe that this proposed charge desperately needs to be reviewed as the potential damage it would cause to Southampton's residents and businesses far outweighs any financial gains to be made.

Petition against Parking Charges

(172 Signatures)

Appendix 8: Collective Representations from Residents and Representation from Ward Councillor (cont)

2) Representation sent individually and collectively from respondents with a total of 27 signatories

Objection to: The City of Southampton (First Control Zone) (Amendment no.4) Traffic Regulation Order 2013

1a) To Introduce a new evening charging period from 6pm to 8pm, Monday to Sunday, with a discrete flat rate charge rate of £2.00 for each day, in all street city centre Pay and Display Bays.

1c) To introduce an overnight parking pass for holders to park without charge from 6pm until the next day time charging period commences in all on-street city centre pay and display bays. This pass will be valid for a limited number of stays, and be available at the discretion of the Council to registered charities and voluntary organisations, subject to formal application and limits on issue.

1d) To introduce a new length of stay in the central Core Red code Outer pay and display bays of 2 hours with a charge of £4.00.

1e) To introduce a new length of stay in the central core red code pay and display bays of 2 hours with a charge of £4.00 and other revised charges, (as shown in the table 1 below).

1f) To introduce a new pay and display code for East street with length of stay and charges as shown in table 2.

1l) To change the restriction period in Polygon zone 1 to 8am to 8pm Monday to Saturday and 1pm to 8pm Sunday (where the existing zone restriction period of 8am to 6pm Monday to Saturday applies)

1a) To Introduce a new evening charging period from 6pm to 8pm, Monday to Sunday, with a discrete flat rate charge rate of £2.00 for each day, in all street city centre Pay and Display Bays.

Objection to point 1a) This would cause distress to the population of Southampton. The Southampton population should be allowed to enjoy using the facilities in the city centre with minimal expenses. This would also discourage visitors thinking about visiting Southampton which would have a negative knock-on effect to the local businesses, which in turn has a negative effect on the local economy.

As a Southampton resident this is a big concern, because it would in turn affect our wellbeing and our freedom of enjoying our town. It will also impede socialising between friends to some level.

1c) To introduce an overnight parking pass for holders to park without charge from 6pm until the next day time charging period commences in all on-street city centre pay and display bays. This pass will be valid for a limited number of stays, and be available at the discretion of the Council to registered charities and voluntary organisations, subject to formal application and limits on issue.

Objection to point 1c) This should not be required as only people who require parking overnight would leave their car in the city. To control the parking ability with limited passes would affect the local residents' quality of life. People who live centrally and commute to work outside the city and who cannot afford a garage need somewhere to leave their car at night. They should not be made to move away from where they live if they cannot find a parking space nearby in the streets.

1d) To introduce a new length of stay in the central Core Red code Outer pay and display bays of 2 hours with a charge of £4.00.

1e) To introduce a new length of stay in the central core red code pay and display bays of 2 hours with a charge of £4.00 and other revised charges, (as shown in the table 1 below).

1f) To introduce a new pay and display code for East street with length of stay and charges as shown in table 2.

Objection to point 1d, 1e and 1f) This would affect the businesses i.e. restaurants, bars, pubs, theatre and shops which depend upon people going out in the evening. The recession has caused local businesses to suffer. Southampton City Council should not impede businesses by taking away customers' spending power. The cost of the new length of stay is too expensive for many people. The cost should be much more affordable as many people cannot afford this price. We would strongly advocate changing the parking charges to 50 pence per

Appendix 8: Collective Representations from Residents and Representation from Ward Councillor (cont)

hour or less. We hope the council to encourage the increase, or at least maintain, the number of visitors to the Southampton City Centre.

1l) To change the restriction period in Polygon zone 1 to 8am to 8pm Monday to Saturday and 1pm to 8pm Sunday (where the existing zone restriction period of 8am to 6pm Monday to Saturday applies)

Objection to point 1l) This would affect the businesses i.e. restaurants, bars, pubs, theatre and shops which depend upon people going out in the evening. The recession has made local businesses to suffer. Southampton City Council should not impede businesses by making their customers poorer and having less spending power. This would drive away people from the Southampton City Centre and damage the local economy if there is not enough spending by individuals and where the people's money is absorbed by the state.

This would also limit the freedom of Southampton population to use Southampton City Centre. This would reduce the social contact of the people in Southampton and reduce the quality of life and cause distress to us. It would incrementally affect the number of visits we would make to Southampton City due to the cost of parking, which means the general wellbeing of us and our family and friends would be affected as we cannot go to the shops to purchase our goods, or visit social venues like restaurants and pubs and such and also affect our wellbeing through lack of contact with family, friends, and acquaintances.

Elected local politicians have never been given the mandate to incrementally make their voters poorer and poorer. Therefore, we want the parking changes to be reconsidered and we would like your answer to our concerns be addressed directly to us individually.

3) Representation from the Secretary of the New Hill Farm Residents' Association

I wish to object to the above proposals for the following reasons on behalf of myself and the New Hill Farm Residents' Association:

1. These proposals will result in more cars seeking free spaces in residential streets near the city centre where parking restrictions are until 6pm. In Hill Farm Road, the no parking until 6pm works well. However, as our road, and so many residential roads are close to the Mayflower theatre, train station, IKEA and West Quay shopping centre etc. the changes would have an adverse affect on our road and all the residential roads close to the city centre.
2. Resident's often leave their cars at home and walk to the city centre, where shops are open until 8pm. A lot of other non-residents will do the same if these parking charges come into affect. This will affect residents' amenity, safety and peace and quiet.
3. WE DO NOT WANT THE SINGLE YELLOW LINE PARKING RESTRICTIONS INCREASED TO 8PM IN OUR ROAD in order to avoid the above, as this would affect our family and visitors' ability to park. In Hill Farm Road where are family and friends supposed to park if parking restrictions are extended to 8pm? As things are working well as they are, why change them?
4. It charges apply until 8pm this will lead to more congestion, as there is no benefit of shoppers waiting until later to do their shopping, i.e. they might as well do their shopping earlier in the day when it is more convenient to more people if there is no benefit of shopping later with free parking.
5. Why pay a flat rate of £2 to pick up a parcel or a few items from a shop etc. when it would be cheaper to drive to Asda at Chandler's Ford rather than use local shops, where the parking is free, the item probably cheaper and the customer given more choice, destroying more local businesses, as Asda in Chandler's Ford can develop photos, dispense prescriptions etc.
6. The shops are already quite empty at 6pm, if the parking charges were introduced, this would obviously mean less people using local businesses and encourage internet shopping from non-Southampton businesses.
7. If the after 6pm bays are being used, as the Council suggests, then this is surely good for local businesses, restaurants etc. and could well be the deciding factor in making customers use Southampton businesses rather than those elsewhere. Nobody likes to pay for parking, even if it is relatively cheap, and the Council are supposed to be encouraging Southampton businesses, not putting people off coming to Southampton at a time when people are counting pennies.

Appendix 8: Collective Representations from Residents and Representation from Ward Councillor (cont)

8. It will be detrimental to local businesses by encouraging shoppers away from Southampton shops, (particularly the local ones), and parking free of charge in large stores/small industrial estate shopping sites nearby in Chandler's Ford, Eastleigh, Hedge End, Whitely etc.

9. It will lead to an increase in the number of season tickets, which actually discourages the use of alternative greener means of transport, i.e. once a person has a season ticket, they will abandon other green but less convenient means of transport as they have paid out a lot of money in advance for a season ticket, so why would they want the added expense of a bus ticket or inconvenience of getting wet on a bicycle.

4) Representation from Cllr Sarah Bogle, Cabinet Member for Children's Services, Labour Councillor for Bargate ward

I wish to make some comments on 2 related TRO's dated 300813, namely

1) The City of Southampton (First controlled zone) (amendment no 4) Traffic Regulation Order 2013

2) The City of Southampton (Off Street Parking Places) (amendment no 4) Traffic Regulation Order 2013

I am concerned that the evening charge between 6-8pm will adversely impact city centre residents. Visitors and business users can adapt their behaviours, and can make choices about whether they drive or not and at what time, residents do not have that luxury. Many residents already pay for parking, including our Council tenants, and many who rent, often on low incomes, are the ones who are least likely to have an allocated parking space for their dwelling and end up feeding meters and experiencing significant inconvenience as a result.

I propose that the evening charges on-street are only introduced when there are alternatives available for residents permits, to introduce the charges with no alternative for residents would not be in my mind a fair way to implement this change. Visitors and businesses do have alternatives, including public transport, car-sharing, taxis, cycling and varying the times they travel.

The off-street TRO does mention some options for residents permits (£150 and £750) all in off-street designated car parks. I welcome the introduction of this option, but would recommend that further options are considered for residents to apply for and pay for that are more likely to be taken up -for example an evening and weekends permit on-street (i.e. being able to park near where residents live rather than in a multi storey carpark) which is priced at a 'reasonable' rate, perhaps £250? Another issue that a resident has raised with me is personal safety particularly for women on their own, who return from work and need to park then walk to their home.

I understand the First Controlled Zone is the whole of the city centre, which extends into areas with very little activity in terms of retail or night time economy. I would like to suggest that the Crosshouse Hard carpark which is only used by amateur rowing and sailing clubs, usually in the early evening is exempted from this extra charge. I would also suggest that the evening charge on Sunday is waived, purely based on the lack of people in the city centre at this time, as all the main retail centres close at 5pm. This will only penalise residents who live in the city centre.

Agenda Item 1

Appendix 9

Summary of Other Representations / Objections to Evening Charges (Please note individual representations may include more than objection)	General	On-Street	Off-Street	Total
Economic objections				
The cost of implementing, loss of business and enforcing will offset any possible revenue gain	3	1	0	4
The measures will drive custom, businesses and employment from the city centre	52	5	2	59
Evening economy is not creating additional parking pressures	1	0	0	1
Business/residents pay Council taxes for the Council to attract not deter custom from the city centre	6	2	0	8
Parking is already underused and need custom attracted (e.g. by reducing/removing charges)	3	3	0	6
Not justified for surface car parks which are do no provide the security and service of MSCP's	1	0	0	1
Whilst initial charge is low this will increase over time	2	0	0	2
With its current financial reserves these additional charges are not required	1	0	0	1
Will depress property prices	0	1	0	1
The Crosshouse Car Park was funded by the Sports Council and sports activities will be undermined by evening charges	0	0	1	1
Economics Total Representations	49	9	2	60
Legal objections				
The Council does not a legal basis for introducing these charges	2	1	1	4
There is a variance between Officer and Cllr statements as to the reasons for the order	3	0	0	3
This is a revenue raising measure (from motorists)	11	1	2	14
The cost should already be covered by the Council tax, road taxes and existing parking charges	11	0	0	11
Failed to communicate with residents who could be affected (e.g. Freemantle)	1	0	0	1
Public notices did not provide adequate consultation	0	1	1	2
The Council has ignored responses to the initial policy consultation	0	1	1	2
Legal Total Representations	18	2	3	23
Community Impact objections				
The charges are unaffordable and will impact on low income people visiting and working in the city centre	13	6	2	21
It will drive noise and anti-social behaviour into the suburbs without Police enforcement resources	1	0	0	1
It will lead to social problems in the city centre (e.g. a ghost town/graveyard)	6	1	0	7
Displace parking into neighbouring residential areas	9	4	0	13
Flat rate disproportionately impacts on people parking for short periods	0	1	0	1
There is no justification for extending the period of no waiting restrictions which residents use from 6pm.	1	5	1	7
Will deter people from supporting community and voluntary work / events	1	1	0	2
It will deter attendance for sports and scouts activities on Crosshouse water	0	0	3	3
It will deter attendance at faith/social events and undermine social life/facilities/cultural quarter	12	5	0	17
Community Impact Total Representations	33	14	5	52
Travel and Transport objections				
Public transport is not an alternative option (needs better and cheaper services)	12	0	0	12
There are no traffic problems travelling into the city centre in the evening	0	3	1	4
Travel and Transport Total Representations	11	3	1	15

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1) Representation from Linden Guest House

With reference to the proposed changes to the time allowed for parking, from 6pm – 8pm in zone 1.

The Polygon area has many guest houses, for which we pay commercial rates, only a few have on site parking. Guests normally arrive between 4pm – 6pm and find it convenient to park overnight after 6pm., leaving the following day before 8am.

Also, the Mayflower theatre, which is a brilliant local amenity, would be badly affected as most shows start before 8pm.

This change of times would be detrimental to the city as a destination.

I hope these views will be taken into consideration.

2) Representation sent individually and collectively from respondents with a total of 27 signatories

1) To change the restriction period in Polygon zone 1 to 8am to 8pm Monday to Saturday and 1pm to 8pm Sunday (where the existing zone restriction period of 8am to 6pm Monday to Saturday applies)

Objection to point 1) This would affect the businesses i.e. restaurants, bars, pubs, theatre and shops which depend upon people going out in the evening. The recession has made local businesses to suffer. Southampton City Council should not impede businesses by making their customers poorer and having less spending power. This would drive away people from the Southampton City Centre and damage the local economy if there is not enough spending by individuals and where the people's money is absorbed by the state.

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