

DECISION-MAKER:	CABINET		
SUBJECT:	CHARGING FOR RESIDENTS FIRST PARKING PERMITS		
DATE OF DECISION:	16 JULY 2013		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY			
None			

BRIEF SUMMARY

This report seeks approval to amend existing discretionary residents' parking schemes to introduce a charge for the issuing of first residents' parking permits (a charge already exists for second and subsequent permits). The introduction of a charge may only be made following changes to the existing Traffic Regulations Orders for Resident's Parking Schemes in the City and following a statutory representations period. This proposal was included within the Council's budget proposals agreed earlier this year, which was subject to detailed public consultation at that time. A number of limited exemptions from the first permit charge are set out in the body of the report.

RECOMMENDATIONS:

- (i) To approve in principle the introduction of a charge of £30 for the issue of a first resident's parking permit (for new applicants to the scheme) for all residents' parking schemes in Southampton that are outside of the City Centre, where a charge for a first permit does not already apply, save those listed in recommendation (iii) below.
- (ii) To approve in principle a charge of £15 for the issue of a 3 month temporary parking permit (for new applicants to the scheme) for all residents' parking schemes in that are outside of the City Centre Southampton save those listed in recommendation (iii) below.
- (iii) To exclude the dwellings encompassed by the Northam, Bitterne Manor, and Itchen Residents' Parking Schemes from the charging proposals.
- (iv) To delegate authority to the Director of Environment and Economy to advertise the relevant Traffic Regulation Orders (TRO's) and consider and determine any representations received to those proposals in accordance with the Council's procedures for determining Traffic Regulation Orders.

REASONS FOR REPORT RECOMMENDATIONS

1. Currently the Council does not impose a charge for a first resident's permit. The Council has historically subsidised this element of all residents' parking schemes in recognition of the perceived limitations on parking freedoms that schemes may have in residential areas. This takes account of the need to achieve a balance between parking demands for resident's, commuters and visitors. Providing this subsidised facility results in a financial pressure on Council resources that if not addressed going forward, will have a negative impact on the Council's ability to adequately enforce parking controls for the social and environmental benefit of the City.
2. As part of the Council's budget setting process for 2013/2014, the Council has proposed to introduce a charge for first permits in order to contribute to the overall funding of parking management within the City and to help fund the introduction and administration of residents' parking schemes generally.
3. It is proposed that no charge is introduced for dwellings covered by the Northam, Bitterne Manor and Itchen Residents' Parking Schemes. These parking schemes were introduced solely to promote and enable the management of parking in the vicinity of St Mary's Stadium. The cost of the scheme is covered by an obligation on the football club.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4. Not to introducing a charge for first permits. This has been rejected because the Council no longer has the resource to subsidise the management of residents' parking schemes or introduce new ones. Failure to cover costs would also potentially result in the need to reduce the level of service offered to residents.
5. Increasing or reducing the recommended charge has been considered. However, the charges have been set following the principles:
 - that those who benefit from the scheme should pay at least a proportion of the costs of running the schemes, rather than be subsidised by use of funding which could be delivering other services to the wider public as a whole
 - which covers some (approx 50%) of the Council's costs in providing the schemes (a higher proportion of costs could be covered over time but would need to be seen in light of a review of charging structure for permit holders of second, additional and visitor permits)
 - that they are set at a level comparable to the current charge for second permits
 - for temporary permits, only the cost of administering the issue of the permit has been included. It does not include any fixed costs, such as signs, lines and scheme maintenance. It is therefore set at £15 per permit.

DETAIL (Including consultation carried out)

6. No charge is currently made for the first resident's parking permit except in zones 3 Centenary Quay, 17 Rockstone Place, 18 Golden Grove and 20 Kingsland. If Cabinet approval is granted to advertise a TRO, proposals will be advertised in accordance with statutory requirements and a statutory

period of 21 days allowed for submission of comments and representations. Following consideration of any objections the Director of Environment and Economy would be authorised to determine whether or not to proceed with the introduction of the change in accordance with the Council's established procedures for determining TROs. If approved, it is proposed to introduce the charge on 1st October 2013.

- 7 Permit parking schemes are introduced at the request of communities to address the problems arising from long-stay non-resident parking. These schemes therefore help to promote sustainable travel by reducing the available unrestricted parking in the locality of major attractions. An example of this has been the growth in the Uni-Link bus service to 4 million passengers per year since 1998, this has been assisted by four permit parking zones around the University of Southampton. Parking policy for residential areas will continue to focus on ensuring that residents do not experience problems resulting from commuter parking, or from parking generated by major attractors (such as hospitals, education establishments, leisure venues, etc).
- 8 The current annual cost breakdown of administering the issue of permits and managing residential parking schemes is estimated under and includes:-
- Scheme Management – Traffic Regulation Orders and permit enquiries: £30,000.
 - Signs, lines and scheme maintenance: £60,000
 - Legal costs: £10,000
 - Administering permit applications and issuing permits: £135,000
 - Web management and IT systems support: £25,000
- Total annual cost of administering and managing the schemes is: £260,000
- 9 The Council recognises the importance of parking to residents and the benefits the parking schemes bring. This proposal seeks to address the current imbalance between the cost of running this service and income generated, and seeks to move to the position to where it is self funding.

RESOURCE IMPLICATIONS

Capital/Revenue

- 10 The proposal is to introduce a charge of £30 for first parking permits. This charge is set at a level that will assist in covering both the variable cost of administering the issue of first permits and the fixed costs incurred in managing the schemes. A charge of £15 is proposed for a 3 month temporary parking permit, which will cover only the variable cost of issue.
- 11 Implementing the change will incur a one off cost of around £10,000, which will come from existing budgets. If approved, it is proposed to introduce the charge on the 1st October 2013, with a currently estimated income of around £70,000 in 2013/2014. For a full year, a recurring income of £130,000 has been assumed. This amounts to half the current annual cost of providing the service.

Property/Other

- 12 None

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

- 13 Residents' Parking Schemes are implemented and managed in accordance with the Traffic Regulation Orders made under the Road Traffic Regulations Act 1984 as amended and supplemented by secondary legislation and statutory guidance.

Other Legal Implications:

- 14 In introducing these proposals the Council has had regard to its statutory duties under the Equalities Act 2010. An Equalities Impact Assessment has been undertaken on this proposal. No significant issues were identified which would prevent the introduction of the charging proposals.

POLICY FRAMEWORK IMPLICATIONS

- 15 The implementation of charges is compatible with the Local Transport Plan which seeks to put in place effective processes and schemes to manage the supply of limited car parking availability, ensure a good quality of life for City residents and encourage alternative forms of transport.

KEY DECISION? Yes

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

Appendices

1.	None
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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
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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.	Equalities impact assessment
	Available from the author upon request