

DECISION-MAKER:	CABINET
SUBJECT:	EVENING PARKING CHARGES
DATE OF DECISION:	13 SEPTEMBER 2022
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR TRANSPORT AND DISTRICT REGENERATION

<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY

Not Applicable

BRIEF SUMMARY

<p>The Council has formally proposed the implementation of Evening Charges for City Centre On-Street Pay and Display bays between the hours of 6pm and 8pm and Off-Street City Centre car parks between the hours of 6pm and Midnight. This paper outlines the policy objectives behind the proposals. A consultation was carried out on the proposal with a summary of responses and the Officer’s response set out in the appendices. The proposal is recommended for approval.</p>

RECOMMENDATIONS:

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| (i) | To approve the proposed Evening Parking Charges for implementation |
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REASONS FOR REPORT RECOMMENDATIONS

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| 1. | To manage demand for parking during the evening period |
| 2. | To encourage drivers to use alternative transport modes for the benefits of reduced congestion and improved air quality |

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED
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| 3. | To not implement the Evening Parking Charges, as this would not achieve the aim of these proposals |
| 4. | To implement the proposal in part, as this would have to be justified on the basis of traffic management reasons, especially given the likelihood of displacement of parking from the areas where the charges were implemented |

5.	To defer implementations of the proposals, as material considerations such as the levels of parking demand, may have changed within an extended timeframe, which may warrant a further investigation/consultation
DETAIL (Including consultation carried out)	
6.	<p>The Council has formally proposed reinstating Evening Parking Charges within the City Centre area. The proposals are as follows:</p> <ol style="list-style-type: none"> 1. To introduce on-street evening parking charges Monday to Saturday 6pm to 8pm for on-street pay and display bays within the City Centre Pay and Display Zone. The charges would be: <ul style="list-style-type: none"> For stays of up to 30 minutes - £0.50 For stays of up to 1 hour - £1.00 For stays of up to 90 minutes - £1.50 For stays of up to 2 hours - £2.00 2. To amend the restricted hours for the no waiting during restricted hours restrictions (Single Yellow Lines) within the City Centre Pay and Display Zone to align with the extended charging hours (Monday to Saturday: 8am to 8pm, Sundays and Bank/Public Holidays: 1pm to 6pm). Those No waiting restrictions not aligned to the current hours will remain unchanged 3. To introduce off-street evening parking charges, Monday to Saturday, 6pm to Midnight, in the City Centre Off-Street Car Parks. The charges would be: <ul style="list-style-type: none"> For stays of up to 1 hour - £1.00 For the stays of over 1 hour - £2.00 <p>No changes are proposed for the Bargate Street Shopmobility, Mayflower Park, The Quays North or The Quays South as separate charging structures apply in these locations</p> 4. To introduce an off-street overnight season ticket for use Monday to Saturday 6pm to Midnight at a cost of £150 (£15 for Electric Vehicles), Valid for 12 months
7.	<p>The Council introduced evening charges to City Centre on street pay and display locations and off-street surface car parks locations in 2013. Evening charges already existed in the Multi-storey car parks at that stage. The underlying purpose behind the introduction of evening charges at that stage was to encourage turnover within the parking bays during the evening in much the same way as parking bays are managed during the day. Evening charges have not been introduced to the District Centre Surface car parks at any stage. The Council subsequently determined to remove all evening parking charges within the City Centre in 2022 to assist businesses with recovery following the Covid19 Pandemic.</p>
8.	<p>Following the removal of evening parking charges, it has been observed that there is high demand for parking within the City Centre. To assess current</p>

	<p>evening parking demand, the Council carried out two surveys on Friday 10th June 2022 and Tuesday 14th June 2022 which concentrated on key locations within the City Centre. The results of the surveys are attached as Appendix 1. Many parking locations within the City Centre were observed to be at over 75% full.</p>
<p>9.</p>	<p>One of the key aims of parking charges is to manage demand for parking, ensuring that the bays are not dominated by any one user group for sustained periods, while allowing flexibility over the length of stay. Evening parking demand is likely to be comprised of three different groups:</p> <ul style="list-style-type: none"> • City Centre residents, • night-time economy workers and • City Centre visitors. <p>The resident population of the City Centre (or Bargate Ward) increased by 58% between the 2001 and 2011 Census, progressing from being the least populated Ward to the Ward with the highest population. The current estimated population of the Ward is 25,873 (2021 estimate) and is projected to reach 28,000 by 2024.</p> <p>This growth over the past two decades has been driven by high density residential developments. In line with National and Local parking standards, City Centre residential sites are typically developed with limited on-site parking on the basis that services are accessible by foot, or bicycle while public transport links are also readily available. The introduction of evening parking charges in 2013 previously helped to manage overspill parking by residents who may have otherwise decided to park on-street or in off-street Council car parks. Without evening parking charges in place, over a period of time, car ownership by City Centre residents may increase which would limit the availability of parking for other users.</p> <p>Night-time economy workers who drive into the City Centre are likely to occupy a parking bay for the duration of their shift which means it would not be available for other users. Parking by commuters during the day-time period is managed by parking charges to encourage commuters to make a choice over which transport mode they use. High demand parking bays are also restricted to a maximum stay period during the day to ensure that a range of people have access to the bays during that period. Without charges in place, high demand bays are likely to be occupied from 18:00 for the duration of the evening period which again would limit the availability of parking for other users.</p> <p>City Centre parking is generally maintained for visitors to the City Centre to support local businesses both in the daytime and evening periods. Parking charges may encourage City Centre visitors to consider alternative transport modes, particularly if they live within the boundary of Southampton where public transport is readily available alongside other emerging sustainable travel options such as e-scooters.</p>

10.	<p>The other key purpose behind parking charges to encourage people to use alternative travel modes. The current Local Transport Plan, Connected Southampton 2040, adopted in 2019, sets the strategic policy framework. This includes the supporting Parking Plan (2019) which sought to:</p> <ul style="list-style-type: none"> • Manage the supply of parking as part of a strategy to support future Parking and Ride, • Promote the sustainable growth of the City Centre and, • Manage the volume of traffic circulating around the City Centre <p>Parking charges are one of the measures that can support people in making sustainable and active travel choices to facilitate free flowing traffic and reduce emissions.</p> <p>The absence of evening parking charges over a sustained period may influence people's behaviour over time which is subsequently more challenging to reverse once travel habits have been developed.</p>
11.	<p>While parking charges can help support the economy by ensuring turnover in parking bays within high demand areas, they can also support business by managing the distribution of evening trade. In this regard, the Council has never introduced evening parking charges in the District Centre car parks in order to encourage patrons to visit locations that may otherwise see less footfall than the City Centre. If the evening charging policy for the City Centre is the same as the District Centres, then the District Centres will not see any benefit of the previous policy in this regard.</p>
12.	<p>The Parking Service team have also carried out a bench marking exercise to compare the evening charging policy Hampshire Local Authorities as well as other similar authorities elsewhere in the UK. This is attached as Appendix 2. While most Hampshire authorities do not have evening parking charges in place, the exceptions to this were Basingstoke and Portsmouth, which is significant as they constitute the other major urban areas within Hampshire and would likely see similar levels of evening trade and visitors.</p> <p>The bench marking exercise shows that many other large urban areas in the south of England including Bath, Bristol, Brighton, Bournemouth/Poole and Reading have some form of evening charging policy in place for their on-street and off-street parking facilities in order to manage demand.</p>
13.	<p>It is also highlighted that key Southampton Private Sector retail operators including West Quay, West Quay Retail Park and Ikea have maintained their evening parking charges in their parking facilities (see links below)</p> <p>www.west-quay.co.uk/parking/podium-car-park www.west-quay.co.uk/parking/multistorey-car-park www.westquayretail.com/parking/ www.ikea.com/gb/en/stores/southampton/</p>

14.	Parking charges are never implemented for the purpose of raising revenue, but where a surplus is generated from Council parking facilities, this is used for the public good. The On Street surplus is specifically ring fenced for transport related expenditure and as such, supports measures such as the £1 Night Time bus fare and the 5 for £5 Summer Bus Travel offer. Parking revenue surplus can also support highway maintenance and the Council is spending £15M in the 2022/23 financial year to resurface roads and footways.
15.	The Council has carried out a formal consultation on the proposals which were advertised by means of a press notice in the Hampshire Independent newspaper, site notices on street and within the affected car parks and a consultation page on the Council's website. The Council also issued a press statement. The consultation commenced on 29 th July 2022 and closed on 19 th August 2022. There were 588 responses to the consultation. 431 responses were logged as objections to the proposals. 128 responses were logged as being in support of the proposals. The remaining 29 responses were logged as comments. The consultation responses are attached as Appendix 3.
16.	A range of issues were put forward during the consultation. A summary of the consultation responses and the Officer's response to the points raised is attached as Appendix 4. Following a detailed review of the consultation responses, it is not considered that any overriding concerns have been raised. It is therefore recommended the proposals are approved for implementation.

RESOURCE IMPLICATIONS

Capital/Revenue

17.	<p>The decision to reinstate evening charges will generate additional revenue across both On Street and Off Street car parking services. The additional income to be generated is presented in the table below.</p> <table border="1" data-bbox="331 1417 1430 1581"> <thead> <tr> <th></th> <th>2022/23</th> <th>2023/24</th> <th>2024/25</th> </tr> </thead> <tbody> <tr> <td>On Street</td> <td>£110,000</td> <td>£220,000</td> <td>£220,000</td> </tr> <tr> <td>Off Street</td> <td>£320,000</td> <td>£560,000</td> <td>£560,000</td> </tr> </tbody> </table> <p>Note - The figures for 2023/24 and 2024/25 account for the expected closure of Albion Place and Castle Way car parks in May 2023 as part of the Transforming Cities programme.</p> <p>Off Street revenue from car parking is treated as General Fund income, and On Street revenue is ring fenced to reinvest within highways activity. The original decision to suspend evening charges includes a decision to use the on-street reserve off set the impact of reduced income from off-street car parks, on the General Fund, and this offset will cease on the reintroduction of evening charges. The impact therefore will be predominantly to increase the income to the On Street ring fence, which provides more scope to invest back into highways.</p>		2022/23	2023/24	2024/25	On Street	£110,000	£220,000	£220,000	Off Street	£320,000	£560,000	£560,000
	2022/23	2023/24	2024/25										
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	<p>After taking this proposal into account, the forecast balance for the On Street Account would be around £2.8M by 31/03/2023.</p> <p>Car parking income was significantly reduced throughout the pandemic period, and as of the Summer of 2022 had not fully recorded to pre-pandemic levels. There is therefore a risk that the estimated additional income may not be achieved if utilisation of car parks continues to remain low, or reduces as a consequence of the cost of living crisis.</p>
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Property/Other

18.	The proposal will affect tariff structures in the Council's Off-Street car parks which will require appropriate signing changes. Property is otherwise unaffected by the proposals.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

19.	Local Authorities have authority to propose and implement amendments to parking tariffs and other parking restrictions, subject to due consultation, under the Road Traffic Regulation Act 1984.
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Other Legal Implications:

20.	Equalities Act 2010 – the exercise of all functions, including those related to the high and regulation of parking are subject to compliance with the Public Sector Equality Duty (s.149 of the Act) which requires the exercise of functions in a manner that eliminates discrimination, harassment or victimisation on the basis of protected characteristics. The impact of the proposals are subject to an Equalities Impact Assessment process as set out in the supporting documents to this report.
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RISK MANAGEMENT IMPLICATIONS

21.	N/A
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POLICY FRAMEWORK IMPLICATIONS

22.	The proposals align with policy objectives as set out in the Council's Local Transport Plan Connected Southampton 2040 as published in 2019.
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KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	Bargate and Bevois
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Evening Parking Demand Survey
2.	Evening Charges Benchmarking
3.	Consultation Responses
4.	Consultation Summary and Officer Response

5.	Site/Press Notices
6.	Equality Impact Assessment

Documents In Members' Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.	Yes
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Data Protection Impact Assessment

Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.	No
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Other Background Documents

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.	
2.	