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| DECISION-MAKER: | CABINET |
| SUBJECT: | Change in City Centre Parking Charging Hours |
| DATE OF DECISION: | 17 OCTOBER 2023 |
| REPORT OF: | COUNCILLOR KEOGH CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT |

| <u>CONTACT DETAILS</u> | | | |
|-------------------------------|---------------|---|--------------------|
| Executive Director | Title | Executive Director - Place | |
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| STATEMENT OF CONFIDENTIALITY |
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| BRIEF SUMMARY |
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The Council has proposed introducing a single continuous parking charging period of 8am to 8pm for City Centre On Street Locations and 8am to Midnight for City Centre Off Street Car Parks. The policy goal of the proposal is to further encourage the alternative travel modes by ensuring that City Centre car trips are managed at all times when there is parking demand for the benefits of an improved air quality and reduced congestion. This report sets out the response to the consultation on these proposals and recommends that the proposals are implemented in full with scope for a further consultation to be carried out in respect of the Zone 18 permit parking restrictions on Rockstone Place. The report also recommends that all future parking tariff proposals are delegated for a decision under the Officer Scheme of Delegation with due oversight by the administration.

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| RECOMMENDATIONS: |
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| | (i) | To approve the implementation of a single continuous charging period within the City Centre On Street Pay and Display parking locations of Monday to Sunday 8am to 8pm |
| | (ii) | To approve the implementation of a single continuous charging period within the City Centre Off Street car parks of Monday to Sunday 8am to Midnight |
| | (iii) | To approve the effective amendment of the existing evening parking charges to the new proposed tariffs that would apply Monday to Sunday 8am to 8pm (On Street) and 8am to Midnight (Off Street) |

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| | (iv) | To delegate authority to determine parking tariff charges to the Executive Director Place following consultation with the relevant Cabinet Member(s) |
| | (v) | To approve in principle the implementation of a single continuous charging period within the Pay and Display bays in Rockstone Place of Monday to Sunday 8am to 8pm but to defer implementation subject to further consultation on the Zone 18 permit parking hours of operation which run parallel to the Pay and Display restrictions |
| REASONS FOR REPORT RECOMMENDATIONS | | |
| 1. | | To encourage drivers to consider alternative means of transport |
| 2. | | To manage parking demand during periods that are currently not covered by the charging hours |
| 3. | | To provide a single clear tariff structure to aid customer interpretation |
| 4. | | To enable future tariff changes to be carried out via the standard process |
| 5. | | To account for the Zone 18 permit parking restrictions in Rockstone Place which operate in parallel to the Pay and Display restrictions |
| ALTERNATIVE OPTIONS CONSIDERED AND REJECTED | | |
| 6. | | To not implement a continuous on street and off street charging period as outlined. This would not address the aim of managing parking demand via the same tariffs to reflect the impacts of most car trips within the City. Some customers would continue to find the separate evening charge challenging to use/interpret, which can result in Penalty Charge Notices for these drivers. |
| 7. | | To continue a process of approving parking charges and charging periods via Cabinet which constitutes an inflexible approach for implementing new policies based around parking tariffs. |
| 8. | | To not account for the Zone 18 permit parking restrictions on Rockstone Place. While the Council has consulted on an effective change to the restrictions, officers recommend that Zone 18 residents should be consulted separately. This ensures that the views of residents living on Rockstone Place are taken into account. |
| DETAIL (Including consultation carried out) | | |
| 9. | | The Council has proposed amending the parking tariffs for City Centre locations by adopting a single continuous charging tariff structure that will apply 8am to 8pm (On Street) and 8am to Midnight (Off Street) for all days of the week. The existing charging structure for City Centre on street locations is Monday to Saturday 8am to 8pm with a separate evening tariff that applies 6pm to 8pm, and Sundays/Bank Holidays 1pm to 6pm. The existing tariff structure for City Centre Off Street car parks is Monday to Saturday 8am to Midnight, with a separate evening tariff that applied 6pm to Midnight, and Sundays / Bank Holidays 12pm to 6pm. The existing and proposed changes are set out in Appendix 1 and 2. It is noted that the proposals also include changes to the tariffs themselves, but these are not in scope of the Cabinet report. |
| 10. | | The aim of the proposals is to have a consistent charging structure for the purpose of managing car trips at times when there is parking demand. |

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|----------------------------------|---|--------------------------------|------------------------------|----------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------|------------------------------|
| | <p>Regardless of the time or purpose of a visit there is still a need to manage car trips and by extension, parking demand. This further encourages the use of alternative travel modes for the benefits of improved air quality and reduced congestion. The City Centre can experience congestion outside of typical peak periods particularly during stadium events, busy cruise periods and other city centre based events such as the marathon. Vehicle trips also have other impacts regardless of when they are made such as wear on highway infrastructure, including road surfaces and structures. Surplus on street parking revenue can assist in better covering these costs, while off street revenue is utilised for maintaining car parks and investing in new infrastructure such as updated barrier control systems. In this regard, tariffs should be in place to manage all trips.</p> | | | | | | | | |
| 11. | <p>The Council's parking infrastructure collects data on date/time of transactions at Pay and Display Machines and time of entry into the 4 barrier controlled car parks. While the former does not account for any vehicles arriving at a parking location where the tariff is not paid by the driver (e.g. because the charging hours are not in effect), some drivers still make a transaction to account for a stay that does include the charging period. Combining the two sets of data provides a figure for the minimum parking demand for City Centre locations outside of the current Sunday charging periods;</p> <table data-bbox="331 1041 1324 1211"> <tr> <td>27/08/2023 (Before 12pm) - 961</td> <td>27/08/2023 (After 6pm) - 211</td> </tr> <tr> <td>03/09/2023 (Before 12pm) - 1,072</td> <td>03/09/2023 (After 6pm) - 155</td> </tr> <tr> <td>10/09/2023 (Before 12pm) - 963</td> <td>10/09/2023 (After 6pm) - 148</td> </tr> <tr> <td>17/09/2023 (Before 12pm) - 972</td> <td>23/09/2023 (After 6pm) - 208</td> </tr> </table> <p>It is evident that even without accounting for vehicles who arrive and depart at Pay and Display locations without needing to pay, there is a high number of vehicles arriving in the City Centre during these times.</p> | 27/08/2023 (Before 12pm) - 961 | 27/08/2023 (After 6pm) - 211 | 03/09/2023 (Before 12pm) - 1,072 | 03/09/2023 (After 6pm) - 155 | 10/09/2023 (Before 12pm) - 963 | 10/09/2023 (After 6pm) - 148 | 17/09/2023 (Before 12pm) - 972 | 23/09/2023 (After 6pm) - 208 |
| 27/08/2023 (Before 12pm) - 961 | 27/08/2023 (After 6pm) - 211 | | | | | | | | |
| 03/09/2023 (Before 12pm) - 1,072 | 03/09/2023 (After 6pm) - 155 | | | | | | | | |
| 10/09/2023 (Before 12pm) - 963 | 10/09/2023 (After 6pm) - 148 | | | | | | | | |
| 17/09/2023 (Before 12pm) - 972 | 23/09/2023 (After 6pm) - 208 | | | | | | | | |
| 12. | <p>As part of the development of these proposals, the Council has carried out a bench marking exercise with other authorities (see Appendix 3). It has found that similar urban centres within the region i.e. those with a comparative retail/leisure offer, are already operating tariff structures that constitute a single continuous charging period. This includes Portsmouth where City Council car parks operate a 24 hour single continuous tariff Monday to Sunday and Bournemouth, where many of their City Centre sites operate in a similar way. Winchester has recently changed their tariff structure, so that high demand car parks now have standard tariffs for Monday to Sunday 8am to 7pm.</p> | | | | | | | | |
| 13. | <p>The Council has carried out a consultation on the proposals between 1st September 2023 and 22nd September 2023. 347 responses were received in total.</p> <p>287 responses were logged as objections to the proposals 35 responses were logged as supporting the proposals</p> | | | | | | | | |

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| | <p>25 responses were logged as comments</p> <p>A summary of the objections and officer responses is included as Appendix 4.</p> <p>A table of all the representations submitted is included as Appendix 5.</p> <p>It is the officer's view that no objections have been raised that constitute any material overriding consideration to the proposals.</p> <p>The exception to this is Rockstone Place for which further consideration is outlined below.</p> |
| 14. | <p>Provision for making amendments to parking tariffs is held under Officer scheme of delegation within the Council constitution under Section 23.16. Therefore amendments to parking tariffs would usually be done under delegated authority with Administration oversight. As evening tariffs were effectively set by Cabinet decision in October 2022, any subsequent change to tariffs during this period would subject to a Cabinet decision. It is therefore recommended that Cabinet delegates all future amendments of parking tariffs and tariffs structures to the Executive Director - Place. This will provide a more flexible process for the amendment of parking tariffs going forward.</p> |
| 15. | <p>The parking bays in Rockstone Place are both permit parking bays for Zone 18 and Pay and Display Bays. While the Council has effectively consulted on changing the days and hours of operation of these bays, it did not specifically do so for permit parking restrictions. It is therefore recommended that the proposals for the pay and display aspect of the restriction is approved in principle subject to a further consultation on the Zone 18 permit parking restrictions. It is noted that permit holders would be largely unaffected by any change as the permits would continue to be valid during the extended charging periods.</p> |

RESOURCE IMPLICATIONS

Capital/Revenue

| 16. | <p>The impact on income has been based on applying proposed tariffs to average usage data on affected car parks to assess the likely changes to income. This has then been compared to current budget in 2023 and income assumptions from 2024/25 in the MTF5. The table 1 sets out the impact of the changes.</p> <p>Table 1 Expected increase in income resulting in budget amendment</p> <table border="1"> <thead> <tr> <th></th> <th>2023/24 Nov- March £M</th> <th>2024/25 £M</th> <th>2025/26 £M</th> <th>2026/27 £M</th> </tr> </thead> <tbody> <tr> <td>On Street</td> <td>(0.10)</td> <td>(0.20)</td> <td>(0.20)</td> <td>(0.20)</td> </tr> </tbody> </table> | | 2023/24 Nov- March £M | 2024/25 £M | 2025/26 £M | 2026/27 £M | On Street | (0.10) | (0.20) | (0.20) | (0.20) |
|-----------|---|---------------|-----------------------------|---------------|---------------|---------------|-----------|--------|--------|--------|--------|
| | 2023/24 Nov- March £M | 2024/25 £M | 2025/26 £M | 2026/27 £M | | | | | | | |
| On Street | (0.10) | (0.20) | (0.20) | (0.20) | | | | | | | |

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| | Off Street | (0.28) | (0.68) | (0.68) | (0.68) |
| | Total Additional Income | (0.38) | (0.88) | (0.88) | (0.88) |
| | On Street Income Part of Ringfenced account | 0.10 | 0.20 | 0.20 | 0.20 |
| | Net change to General Fund Budget | (0.28) | (0.68) | (0.68) | (0.68) |
| The budgets will be amended on approval and income tracked through the year. The On Street account ringfenced account will be used to support the highways capital programme and improvements of a revenue nature. | | | | | |
| <u>Property/Other</u> | | | | | |
| 17 | None | | | | |
| LEGAL IMPLICATIONS | | | | | |
| <u>Statutory power to undertake proposals in the report:</u> | | | | | |
| 18 | Local Authorities have powers to set parking tariffs and charging structures under Part IV the Road Traffic Regulation Act 1984 | | | | |
| <u>Other Legal Implications:</u> | | | | | |
| 19 | Equalities Act 2010, Crime & Disorder Act 1998, Human Rights Act 1998 | | | | |
| RISK MANAGEMENT IMPLICATIONS | | | | | |
| 20 | There is some potential for drivers to migrate to other parking providers within the City Centre which if occurring in significant volumes which put the policy goals of the proposals at risk. It is noted however that West Quay car parks (the largest private sector provider) currently operates both a Sunday morning charge and Sunday evening charge as does West Quay Retail Park (evening charging period until 8pm) and the NCP (charging structure operates 24 hours). Both West Quay Shopping Centre and West Quay Retail Park currently offer a cheaper parking rate in the evening period. It is believed that users would typically use parking locations close to their destination in the evening or use alternative means of travel as per the policy goal. | | | | |
| POLICY FRAMEWORK IMPLICATIONS | | | | | |
| 21 | The proposal is supportive of Policies I3 – Smart Parking (a single continuous tariff supports the broad policy goal), R1 – Well Managed Highway (on street parking revenue contributes to Highway maintenance budgets), A1 – Liveable City Centre, A3 – Environment and Policy Z1 – Zero Emission City (through deterring car use), Policy HA3 – Walking (by encouraging people to walk through the City Centre and not specific destinations), HA4 – Smarter Travel Choices (by encouraging the use of alternative travel modes) in Connected Southampton, the Council’s Local Transport Plan | | | | |

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| | The proposal can be considered a clear policy response to challenges noted in 2.4.2 of the Council's Bus Service Improvement Plan |
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| KEY DECISION? | Yes/No |
| WARDS/COMMUNITIES AFFECTED: | |
| <u>SUPPORTING DOCUMENTATION</u> | |
| Appendices | |
| 1. | Existing Tariff Structure |
| 2. | Proposed Tariff Structure |
| 3. | Sunday Charging Structure Benchmarking Document |
| 4. | Summary of Objections and Officer Response |
| 5. | Consultation Responses |
| 6. | Public Notice On Street Proposals |
| 7. | Public Notice Off Street Proposals |
| 8. | ESIA |

Documents In Members' Rooms

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| 1. | |
| 2. | |

Equality Impact Assessment

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| 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

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| 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. | |