



Southampton City Centre Parking Policy Review

City Centre On-Street Parking – Pay & Display Shared Residents Bays

Introduction

The City Council currently operates a number of car parking facilities within Southampton city centre. These include a number of off street car parks, together with an on street Pay and Display Controlled Parking Zone (CPZ). Current policy does not permit the provision of on street resident only parking permits within the city centre.

Southampton city centre has seen a significant increase in its residential population over recent years, as a number of new residential developments have been implemented. Many of these developments have restricted parking provision. The City Centre Action Plan envisages that the city centre population will continue to grow, with over 5,000 new homes proposed over the 2006 to 2026 twenty year period.

The purpose of this consultation is to understand the demand for and attitudes towards the use of some existing on street pay and display parking spaces as shared residents' parking spaces for people living in the city centre. The consultation also asks for feedback on the extent of geographical area of any scheme, the cost of residential spaces and areas that should not be subject to shared space provision within the city centre.

How would the Pay & Display Shared Resident Bays work?

A Shared Space is one that can be used by residents to park in but can also be used by non-residents as normal pay and display parking bays. A residents' permit does not guarantee a parking space and would allow parking within a "zone", as it is not possible to allocate a specific parking space to an individual vehicle or property. To maintain the integrity of any scheme, the registration number of the resident's vehicle will be included on the permit and the vehicle will need to be registered at an address in the city centre.

Would Visitor Permits be available?

It is not intended to issue visitor permits to residents. Any visitors would be expected to continue to make use of existing on and off street parking provision in the city centre.

What areas would be covered?

The scheme would operate within the existing city centre Pay & Display Zone. This is split into four different charging zones, illustrated on the appended plan. The Red Zone is generally the most heavily used and primarily serves the main retail areas in the city centre. Full details of how the Pay & Display Zone currently operates can be found at <http://www.southampton.gov.uk/s-environment/roadsandparking/parking/onstreetparking.aspx>

Within the overall Pay & Display Zone, it will be possible to define specific areas, where Shared Resident Bays could be provided. It is unlikely that all on-street spaces in the city centre will be made available for permit holders. The Red Zone in particular sees high usage by shoppers and it is

unlikely that permits would be made available within this zone. *As part of this consultation process, city centre businesses should identify which parking areas they consider valuable to their customers and therefore unsuitable to be adopted as a Residents Parking Zone.*

Note that the proposals would not affect existing City Council controlled off street resident parking areas within the Golden Grove, Holyrood and Kingsland estate areas.

How much will the Permits Cost?

City centre on street parking has a far higher value because it is used by visitors and shoppers who support local businesses. There are also *far fewer* on street spaces than residential properties. *The cost of a parking permit will therefore need to be reflected in the cost of providing the service, the need to support sustainable transport modes as well as the amenity to the individual and potential loss of income to the Council.*

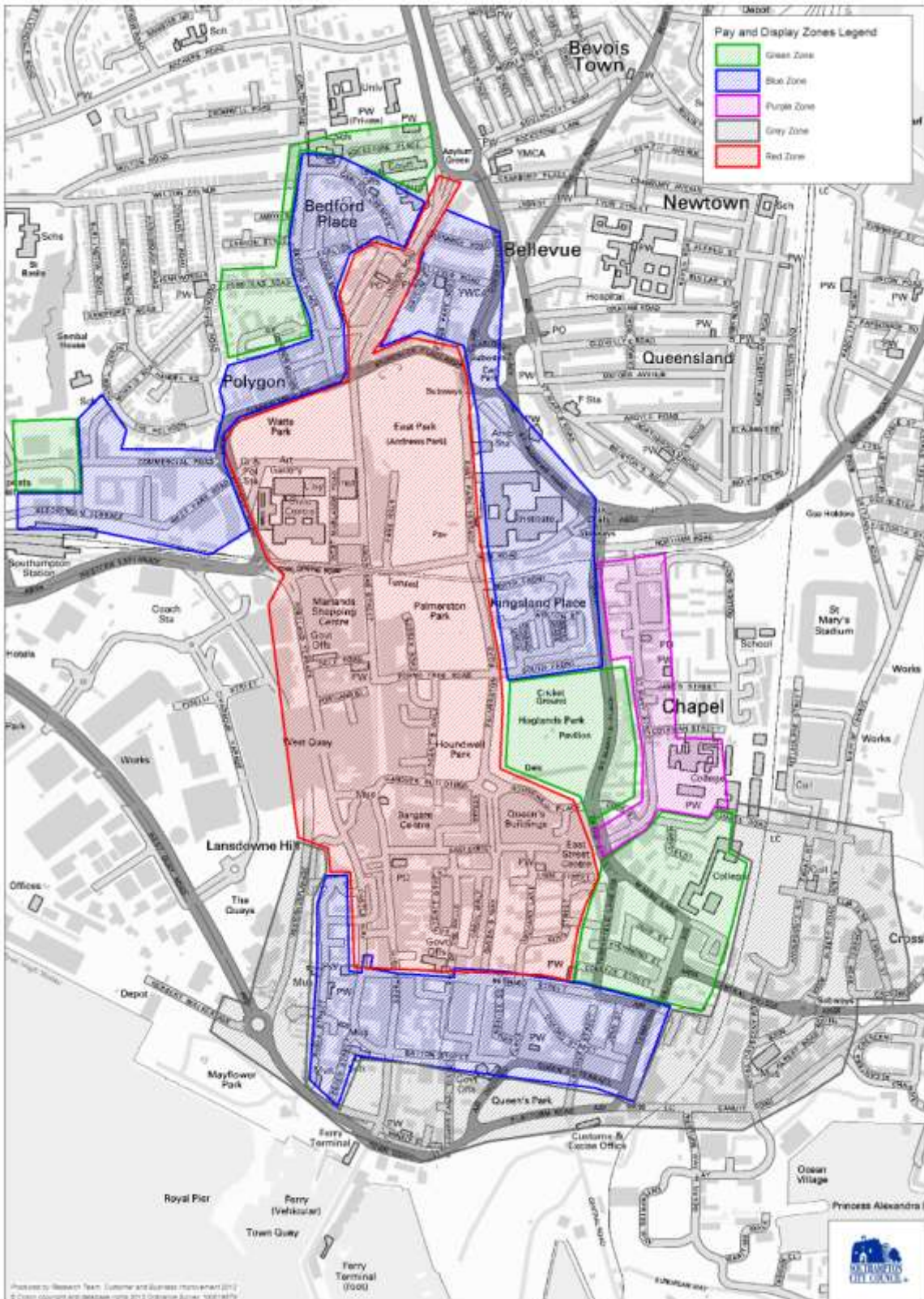
The current proposal is for the cost of an annual permit to be a minimum of £1,000.

What happens next?

The consultation responses will be analysed to assess whether or not a scheme of shared resident permit Pay and Display bays should be progressed in the city centre. If it is proposed to take this forward, Cabinet would need to approve the necessary policy changes. Traffic Regulation Orders would then need to be advertised with the opportunity for residents and businesses to comment or object. These comments and objections would be considered by decision makers before any final decision on implementation is made.

Appendix A City Centre Parking Zone

Pay and Display parking zones in the city centre



Appendix B City Centre On- Street Parking Zones

Red Zone

Back Of The Walls
Bell Street
Bernard Street
Brunswick Place
Canal Walk
Castle Way
Castle Way Service Road
College Place
Commercial Road
East Street
East Street Service Road
Eastgate Street
High Street
Houndwell Place
Lime Street
London Road
Palmerston Road
Park Walk
Portland Street
Queensway
Regent Street
Salisbury Street
Spa Road
St Georges Street
Sussex Road
Sussex Road Service Road
The Strand
Winchester Street

Blue Zone

Back of the Walls
Bedford Place
Bellevue Road
Bernard Street
Blechynden Terrace
Briton Street
Brunswick Square
Bugle Street
Carlton Crescent
Carlton Place
Castle Square

Grey Zone

Albert Road South
Andersons Road
Anglesea Terrace
Bridge Terrace
Canute Road
Chapel Road
Endle Street
Herbert Walker Av
Paget Street
Platform Road
Royal Crescent Rd
St Marys Place
Town Quay
West Quay Service Rd
West Quay Spur Road
Western Esplanade

Green Zone

Chapel Road
College Street
Commercial S Road
Duke Street
Henstead Road
Marsh Lane
Richmond Street
Rockstone Place
Terminus Terrace 434
Threefield Lane
Wilton Avenue

Castle Way
Commercial Road
Cossack Green
French Street
Grosvenor Square
High Street
John Street
Kings Park Road
Latimer Street
Latimer Street
Lower Banister Street
Morris Road
North Front
Orchard Place
Ordnance Road
Oxford Street
Queensway
South Front
Southampton Street
St Andrews Road
St Michaels Street
Terminus Terrace
Upper Banister Street
Upper Bugle Street
Winton Street
Wyndham Court Service Road