

Residents Parking Policy 2022

The key policy changes and the reasons given are provided in the table below.

Table 1 - Summary of key policy changes:

2022 Policy Update (Section / Policy Statement)	Change & Reason
Section 2 – Statement RP 2.1 – Obstructive Parking	Considerations for proposing waiting restrictions: Added allowance for community support - where there is no overriding reason for not doing so (i.e., to cover Member Minor Schemes/Works submissions which don't meet these criteria but there is still a desire to address a minor concern around obstructive parking)
Section 3 – Excess Resident Parking	Added note that the council will consider excess resident demand for parking in areas of high HMOs. Reason – to address shortages of resident on-street parking and better manage the demand for parking for the benefit of all residents.
Section 3 – Policy Statement RP 3.1	<p>Added limit to permit entitlement and authority to set and amend permit charges.</p> <p>Reason – to clarify existing policy that can assist in managing access to parking in areas of high resident demand.</p> <p>Removed note on surveying residents in neighbouring streets outside the proposed permit zone, during the informal online survey stage. Reason – the council needs to determine support from residents living within the proposed zone. The proposed zone needs to have a clearly defined boundary. All residents in the locality, including in areas outside the proposed zone can respond to the formal consultation which is noted in the formal consultation section of the policy document.</p>
Section 3 – Non-Resident Parking	Added clarification that non-resident parking extends to areas of high HMOs. Reason – to address shortages of resident on-street parking and better manage the demand for the benefit of all residents. Supported by existing policy to support and promote sustainable modes.

	Supports UoS policy to deter students from bringing cars to the city whilst studying and promoting sustainable modes.
Section 3 – Determining Community Support – Policy Statement RP 3.5	<p>Added paragraph on areas of high HMOs to allow for lower level of support. Reason – to remove the 60% guide where it’s clear high rates of HMO properties can result in low return and / or support rates to a survey. To better manage the highway and access to parking for all residents in areas of high demand.</p> <p>Removed - "<i>will consult all affected residents</i>" and changed to "<i>will consult residents within the prospective scheme area</i>"</p> <p>Reason – to clarify support needs to be demonstrated from within the proposed zone. Residents outside the proposed zone can respond to the final design of a scheme at the TRO formal consultation stage, as referenced in the formal consultation section of the policy document.</p>
Section 3 – Request to Implementation Process Chart	New process chart added to clearly show the different stages of the process involved from requesting a residents permit scheme to implementation. Reason – for the benefit of members and residents in understanding the length of process involved.
Section 4 – Permit Charges	Added note that up to date permit charging structures are available on the council parking webpage.
Section 4 – New Developments	Updated to remove reference to outdated PPG13 and other outdated policy. Focus on policy supporting local strategy of encouraging public and active transport. Clearer explanation of need to restrict new developments impact on availability of residents on-street parking.
Section 4 – New Developments – Policy Statement 4.3	<p>Small clarification added that the 31st March 2001 date relates to when planning permission was granted, not when application made.</p> <p>Added paragraph to clarify that exceptional provision is based on when the zone was introduced. So greater consideration is given if</p>

	<p>the zone was introduced after the development, but still assessed by taking into account the listed considerations.</p> <p>Split considerations on entitlement into the designing of new schemes and considerations to do with existing schemes.</p> <p>Reason – Same policy for what has been in place for existing schemes. Fairer policy to allow for established resident parking to be taken into account when designing and proposing a new scheme.</p>
<p>Section 4 – Other Permits – Policy Statement RP 4.5</p>	<p>Added School Staff Permits and level of charge. Reason – to provide clearer policy to assist school staff when a new permit scheme is introduced to an area in close proximity to a school.</p>
<p>Section 4.7 – Disabled Bay Applications</p>	<p>Revised Policy Statement to provide clarity that there are criteria for the applicant to meet (at the moment they are referenced as both considerations and criteria). Provided more descriptive criteria about the location we won't provide a bay due to safety reasons.</p>
<p>Section 6 – Sustainable Transport Initiatives</p>	<p>New section which details support for alternative allocation of kerbside parking spaces. Initiatives which change the restrictions/allocation of kerbside space will be supported, such as replacing on-street car parking space with bike share docking stations or community parklets which provide on-street seating and planting for community use.</p> <p>Reason – This is in line with the goals of the Local Transport Plan (LTP4) to make Southampton an attractive and liveable place to improve people's quality of life, so that everyone is safe, and has inclusive access to transport regardless of their circumstances. It also supports the goal of helping people in changing the way they move around the city, by widening their travel choices so they can get around actively and healthily.</p>