

Public Document Pack
Special Cabinet

Tuesday, 11th February, 2025
at 8.00 pm

NB: This meeting will follow the
Special Overview and Scrutiny
Committee if required.

PLEASE NOTE TIME OF MEETING

Council Chamber, Civic Centre

Members

Leader – Councillor Fielker
Deputy Leader and Cabinet Member for Finance and
Corporate Services – Councillor Letts
Cabinet Member for Economic Development – Councillor
Bogle
Cabinet Member for Environment and Transport -
Councillor Keogh
Cabinet Member for Children and Learning – Councillor
Winning
Cabinet Member for Compliance and Leisure– Councillor
Kataria
Cabinet Member for Communities and Safer City –
Councillor C Lambert
Cabinet Member for Housing Operations – Councillor A
Frampton
Cabinet Member for Adults and Health – Councillor Finn
Cabinet Member for Green City and Net Zero – Councillor
Savage

(QUORUM – 4)

Contacts

Cabinet Administrator
Claire Heather
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Director of Legal and Governance
Richard Ivory
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BACKGROUND AND RELEVANT INFORMATION

The Role of the Executive

The Cabinet and individual Cabinet Members make executive decisions relating to services provided by the Council, except for those matters which are reserved for decision by the full Council and planning and licensing matters which are dealt with by specialist regulatory panels.

The Forward Plan

The Forward Plan is published on a monthly basis and provides details of all the key executive decisions to be made in the four month period following its publication. The Forward Plan is available on request or on the Southampton City Council website, www.southampton.gov.uk

Implementation of Decisions

Any Executive Decision may be “called-in” as part of the Council’s Overview and Scrutiny function for review and scrutiny. The relevant Overview and Scrutiny Panel may ask the Executive to reconsider a decision, but does not have the power to change the decision themselves.

Mobile Telephones – Please switch your mobile telephones or other IT to silent whilst in the meeting.

Use of Social Media

The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair’s opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council’s Standing Orders the person can be ordered to stop their activity, or to leave the meeting.

By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public. Any person or organisation filming, recording or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so. Details of the Council’s Guidance on the recording of meetings is available on the Council’s website.

Municipal Year Dates (Tuesdays)

2024	2025
25 June	7 January
16 July	28 January
27 August	25 February (Budget)
17 September	25 March
29 October	29 April
26 November	
17 December	

Executive Functions

The specific functions for which the Cabinet and individual Cabinet Members are responsible are contained in Part 3 of the Council’s Constitution. Copies of the Constitution are available on request or from the City Council website, www.southampton.gov.uk

Key Decisions

A Key Decision is an Executive Decision that is likely to have a significant:

- financial impact (£500,000 or more)
- impact on two or more wards
- impact on an identifiable community

Procedure / Public Representations

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

Fire Procedure – In the event of a fire or other emergency, a continuous alarm will sound and you will be advised, by officers of the Council, of what action to take.

Smoking policy – The Council operates a no-smoking policy in all civic buildings.

Access – Access is available for disabled people. Please contact the Cabinet Administrator who will help to make any necessary arrangements.

Southampton: Corporate Plan 2022-2030 sets out the four key outcomes:

- Communities, culture & homes - Celebrating the diversity of cultures within Southampton; enhancing our cultural and historical offer and using these to help transform our communities.
- Green City - Providing a sustainable, clean, healthy and safe environment for everyone. Nurturing green spaces and embracing our waterfront.
- Place shaping - Delivering a city for future generations. Using data, insight and vision to meet the current and future needs of the city.
- Wellbeing - Start well, live well, age well, die well; working with other partners and other services to make sure that customers get the right help at the right time

CONDUCT OF MEETING

TERMS OF REFERENCE

The terms of reference of the Cabinet, and its Executive Members, are set out in Part 3 of the Council's Constitution.

RULES OF PROCEDURE

The meeting is governed by the Executive Procedure Rules as set out in Part 4 of the Council's Constitution.

DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Pecuniary Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

(i) Any employment, office, trade, profession or vocation carried on for profit or gain.

(ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

(iv) Any beneficial interest in land which is within the area of Southampton.

(v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.

(vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.

(vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:

a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or

b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 4.

Other Interests

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

Principles of Decision Making

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

1 **APOLOGIES**

To receive any apologies.

2 **DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS**

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

EXECUTIVE BUSINESS

3 **STATEMENT FROM THE LEADER**

4 **CALL-IN OF EXECUTIVE DECISION CAB 24/25 47482 - CHANGE IN PARKING TARIFFS AND CHARGING HOURS IN SUBURBAN CAR PARKS** (Pages 1 - 42)

Report of the Scrutiny Manager detailing the Call-In of Executive Decision CAB 24/25 47482 - Change in Parking Tariffs and Charging Hours in Suburban Car Parks.

Monday, 3 February 2025

Director of Legal and Governance

Agenda Item 4

DECISION-MAKER:	CABINET
SUBJECT:	CALL-IN OF EXECUTIVE DECISION CAB 24/25 47482 - CHANGE IN PARKING TARIFFS AND CHARGING HOURS IN SUBURBAN CAR PARKS
DATE OF DECISION:	11 th February 2025
REPORT OF:	CHAIR OF THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

<u>CONTACT DETAILS</u>			
Author:	Title:	Scrutiny Manager	
	Name:	Mark Pirnie	Tel: 023 8083 3886
	E-mail:	Mark.pirnie@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY	
None	
BRIEF SUMMARY	
<p>A Call-In notice has been received, signed by two members of the Overview and Scrutiny Management Committee (OSMC), in respect of the decision made by Cabinet on 28 January 2025 relating to a change in parking tariffs and charging hours in suburban car parks.</p> <p>The Call-in is scheduled to be heard at a meeting of the OSMC on 11 February 2025 and any recommendations by the OSMC will be circulated to Cabinet at the conclusion of the scrutiny meeting.</p> <p>At its meeting on 11th February 2025 Cabinet is requested to respond to the recommendations made by the OSMC, following its consideration of the matter. If no recommendations are forthcoming Cabinet will not be required to consider this item.</p>	
RECOMMENDATIONS:	
	(i) That Cabinet considers its response to the recommendations made by the Overview and Scrutiny Management Committee at its meeting on 11 February 2025, should it be required.
REASONS FOR REPORT RECOMMENDATIONS	
1.	To comply with the Call-in procedure rules set out in Part 4 of the Council's Constitution.
ALTERNATIVE OPTIONS CONSIDERED AND REJECTED	
2.	None
DETAIL (Including consultation carried out)	
3.	A Call-In notice signed by Cllr Blackman and Cllr Stead was received in accordance with Paragraph 12 of the Overview and Scrutiny Procedure Rules

	set out in Part 4 of the Council's Constitution. The Call-In notice relates to the following decision made by Cabinet on 28 January 2025: <ul style="list-style-type: none"> Change in Parking Tariffs and Charging Hours in Suburban Car Parks
4.	The Call-in notice, attached as Appendix 1, cites the reasons given for the Call-In.
5.	The OSMC are to discuss the Call-in report at its meeting on 11 February 2025. Any recommendations agreed by the OSMC will be circulated for consideration at the 11 th February 2025 meeting of Cabinet.
6.	Cabinet is requested to consider the recommendations arising from the consideration of the Call-in by the OSMC.

RESOURCE IMPLICATIONS

Capital/Revenue

7.	As detailed in the Cabinet report dated 28 January 2025 appended to this report.
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Property/Other

8.	As detailed in the Cabinet report dated 28 January 2025 appended to this report.
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

9.	As detailed in the Cabinet report dated 28 January 2025 appended to this report.
10.	The duty to undertake overview and scrutiny is set out in Part 1A Section 9 of the Local Government Act 2000.

Other Legal Implications:

11.	As detailed in the Cabinet report dated 28 January 2025 appended to this report.
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RISK MANAGEMENT IMPLICATIONS

12.	As detailed in the Cabinet report dated 28 January 2025 appended to this report.
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POLICY FRAMEWORK IMPLICATIONS

13.	As detailed in the Cabinet report dated 28 January 2025 appended to this report.
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KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Call In Notice
2.	Decision Notice – Change in Parking Tariffs and Charging Hours in Suburban Car Parks

3.	Decision Report – Change in Parking Tariffs and Charging Hours in Suburban Car Parks
4.	Appendix 1 to Decision Report
5.	Appendix 2 to Decision Report
6.	Appendix 3 to Decision Report
7.	Appendix 4 to Decision Report
8.	Appendix 5 to Decision Report

Documents In Members’ Rooms

1.	None
Equality Impact Assessment	
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out?	Identified in Appendix 3
Data Protection Impact Assessment	
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out?	Identified in Appendix 3
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.	None

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NOTICE OF CALL-IN


In accordance with rule 12 of the Overview & Scrutiny procedure rules of the Council's Constitution, a request is hereby made that the Scrutiny Manager exercise the call-in of the decision identified below for consideration by Overview and Scrutiny Management Committee.

Decision Number: CAB 24/25 47482 - Change in Parking Tariffs and Charging Hours in Suburban Car Parks
Decision Taker: Cabinet
Date of Decision: 28/01/2025

Reason(s) for Requisition of Call-In of Decision:

- The economic and financial impact on the district centres and the businesses within them has not been calculated and thus represents a significant risk to the vitality of these districts and the viability of businesses.
- The consultation on these measures demonstrated overwhelming public opposition, but this has been ignored.

Call-In Requested by:

Name	Signature	Date
Cllr Richard Blackman		30.01.25
Cllr Rob Stead	Rob Stead	30.01.25

All Members requesting that a Decision be Called-In must sign this Call-In Notice. A decision may be called in by:

- The Chair of Overview and Scrutiny Management Committee
- Any 2 Members of Overview and Scrutiny Management Committee
- In respect of a Decision relating to Education, any 2 Parent Governor or Church Representatives

Please submit to the Scrutiny Manager within 5 clear days of the publication of the relevant decision.

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RECORD OF EXECUTIVE DECISION

Tuesday, 28 January 2025

Decision No: (CAB 24/25 47482)

DECISION-MAKER:	CABINET
PORTFOLIO AREA:	Environment and Transport
SUBJECT:	Change in Parking Tariffs and Charging Hours in Suburban Car Parks
AUTHOR:	Richard Alderson

THE DECISION

- (i) To approve the removal of the 2 hour free parking period and the subsequent implementation of the proposed parking tariffs for the named Suburban car parks as outlined in Appendix 5.
- (ii) To approve the implementation of a new charging period within the named Suburban Car Parks of Monday to Sunday 8am - 8pm as outlined in Appendix 5.
- (iii) To delegate authority to determine all future parking tariff charges for the Suburban Car Parks to the Executive Director – Residential Services following consultation with the relevant Cabinet Member(s).
- (iv) To instruct officers to monitor and review the parking demand and footfall within the District Centres between 01/04/2025 and 30/09/2025 and make a recommendation to the Cabinet Member for Environment and Transport on whether the parking tariff and charging periods should be further amended.
- (v) To instruct officers to develop a permit that be used for limited periods at set times in Suburban Car Parks adjacent to schools to enable use for “Park-and-Stride” to school.

REASONS FOR THE DECISION

- 1. To encourage drivers to consider alternative forms of transport
- 2. To more effectively manage parking demand within the Suburban Car Parks
- 3. To cover the costs of operating and maintaining these sites
- 4. To manage parking demand within the Suburban Car Parks during periods not currently covered by the charging hours
- 5. To enable future parking tariff changes for Suburban Car Parks to be carried out via the standard process
- 6. To assess whether the changes to the parking tariff and charging periods are having a discernible impact on trips to the District Centres such as may affect the commercial viability of local businesses within these areas

7. To enable parents to continue using Suburban Car Parks as Park and Stride sites during school drop offs/collections

DETAILS OF ANY ALTERNATIVE OPTIONS

1. To not implement the proposed parking tariff structure and charging hours as outlined. This would not address the aim of managing parking demand to reflect the impacts of car trips across the wider Southampton area and the Council would have to cross subsidise the operation of these sites using revenue generated from other sites.
2. To have the parking tariffs apply in the named Suburban Car Parks between 8pm and Midnight. After consideration of consultee comments, a charging period of 8am to 8pm would better accommodate community groups meeting in the evening period when parking for the majority of commercial demand within the District Centres has been managed.
3. To continue a process of approving parking charges and charging periods for the Suburban Car Parks via Cabinet which constitutes an inflexible approach for implementing new policies based around parking tariffs.
4. To not have a formal monitoring period in place. After consideration of consultee comments, a formal monitoring period would address concerns that drivers may determine to visit alternative retail locations rather than pay the tariff or adopt alternative forms of transport.

OTHER RELEVANT MATTERS CONCERNING THE DECISION

None.

CONFLICTS OF INTEREST

None.

CONFIRMED AS A TRUE RECORD

We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision.

Date: 28 January 2025

Decision Maker:
The Cabinet

Judy Cordell

SCRUTINY

Note: This decision will come in to force at the expiry of 5 working days from the date of publication subject to any review under the Council's Scrutiny "Call-In" provisions.

Call-In Period expires on

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

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Agenda Item 4

Appendix 3

DECISION-MAKER:	CABINET
SUBJECT:	Change to Parking Tariffs and Charging Hours in Suburban Car Parks
DATE OF DECISION:	28 January 2025
REPORT OF:	COUNCILLOR KEOGH CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT

<u>CONTACT DETAILS</u>			
Executive Director	Title	Executive Director – Residential Services	
	Name:	Debbie Ward	Tel: 023 8083 3351
	E-mail	debbie.ward@southampton.gov.uk	
Author:	Title	Service Manager – Parking and Itchen Bridge	
	Name:	Richard Alderson	Tel: 023 8083 2725
	E-mail	richard.alderson@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY		
N/A		
BRIEF SUMMARY		
<p>The Council has consulted upon new parking tariffs for the Suburban Car Parks which includes the removal of the free 2 hour parking period, and the extension of the charging period from Monday to Saturday 8am - 6pm to Monday to Sunday 8am - Midnight. The policy goal of the proposal is to manage the turnover of vehicles within the car parks for the benefit of local businesses, encourage alternative travel modes for the benefits of reduced congestion, and to cover the operating costs of the car parks. This report sets out the response to the consultation on these proposals and recommends that the proposals are implemented with amendments to the charging period and provision for the school drop offs/collections where car parks are adjacent to schools. It is also recommended that officers monitor and review the changes and provide a briefing paper to the Cabinet Member in October 2025 on the impact of these proposals on footfall within the District Centres.</p>		
RECOMMENDATIONS:		
	(i)	To approve the removal of the 2 hour free parking period and the subsequent implementation of the proposed parking tariffs for the named Suburban car parks as outlined in Appendix 5.
	(ii)	To approve the implementation of a new charging period within the named Suburban Car Parks of Monday to Sunday 8am - 8pm as outlined in Appendix 5.
	(iii)	To delegate authority to determine all future parking tariff charges for the Suburban Car Parks to the Executive Director – Residential Services following consultation with the relevant Cabinet Member(s)

	(iv)	To instruct officers to monitor and review the parking demand and footfall within the District Centres between 01/04/2025 and 30/09/2025 and make a recommendation to the Cabinet Member for Environment and Transport on whether the parking tariff and charging periods should be further amended.
	(v)	To instruct officers to develop a permit that be used for limited periods at set times in Suburban Car Parks adjacent to schools to enable use for “Park-and-Stride” to school.

REASONS FOR REPORT RECOMMENDATIONS

1.	To encourage drivers to consider alternative forms of transport
2.	To more effectively manage parking demand within the Suburban Car Parks
3.	To cover the costs of operating and maintaining these sites
4.	To manage parking demand within the Suburban Car Parks during periods not currently covered by the charging hours
5.	To enable future parking tariff changes for Suburban Car Parks to be carried out via the standard process
6.	To assess whether the changes to the parking tariff and charging periods are having a discernible impact on trips to the District Centres such as may affect the commercial viability of local businesses within these areas
7.	To enable parents to continue using Suburban Car Parks as Park and Stride sites during school drop offs/collections

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

8.	To not implement the proposed parking tariff structure and charging hours as outlined. This would not address the aim of managing parking demand to reflect the impacts of car trips across the wider Southampton area and the Council would have to cross subsidise the operation of these sites using revenue generated from other sites.
9.	To have the parking tariffs apply in the named Suburban Car Parks between 8pm and Midnight. After consideration of consultee comments, a charging period of 8am to 8pm would better accommodate community groups meeting in the evening period when parking for the majority of commercial demand within the District Centres has been managed.
10.	To continue a process of approving parking charges and charging periods for the Suburban Car Parks via Cabinet which constitutes an inflexible approach for implementing new policies based around parking tariffs.
11.	To not have a formal monitoring period in place. After consideration of consultee comments, a formal monitoring period would address concerns that drivers may determine to visit alternative retail locations rather than pay the tariff or adopt alternative forms of transport.

DETAIL (Including consultation carried out)

12.	The Suburban Car Parks are defined as the 17 car parks serving the Bitterne, Portswood, Shirley and Woolston District Centres as shown in Appendix 1. They provide a parking amenity for visitors to these District Centres which in turn supports the local businesses operating in these areas. Like all car parks where there is frequent and sustained demand, a means of encouraging
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	<p>turnover within the facilities is required to ensure that the spaces don't become dominated by any one user or group of users to the exclusion of other visitors. Parking demand within these car parks is currently managed by one of two methods;</p> <ul style="list-style-type: none"> i) A parking tariff that applies Monday to Saturday 8am to 6pm with the option of a free 2 hour ticket ii) A free 2 hour limited waiting period that applies Monday to Saturday 8am to 6pm
13.	<p>The Council has consulted upon removing the free 2 hour parking period in all of the 17 Suburban Car Parks and replace it with parking tariffs that operate Monday to Sunday 8am to Midnight. The proposed tariffs for the 17 sites can be seen in Appendix 2 – Public Notice. The proposed tariff is as follows;</p> <p>Up to 1 hour - £0.50 Up to 2 hours - £1.00 Up to 3 hours - £1.50 Up to 4 hours - £2.50 Up to 5 hours - £4.00 Up to 10 hours - £6.00 All Day - £8.00</p> <p>Five of the sites (Commercial Street and West End Road in Bitterne, Bright Glade in Shirley and Woodley Road North and Woodley Road South in Woolston) would have a maximum stay of 2 hours due to the high level of demand at these sites relative to their size, while Whites Road would have a lesser charge for the long stay tariff due to the lower level of demand seen at this site.</p> <p>The Council has also proposed that the existing Suburban Car Park Business Season Ticket charged at £250 per annum be replaced with a Suburban Car Park Season Ticket available to all drivers at a charge of £650 per annum or £340 for six months. This is to provide all users with a season ticket option, which may include residents and commuters. The cost is reflective of the season ticket option for residents in the City Centre with charge equating to £1.86 per day for the six month option and £1.78 per day for the annual season ticket.</p>
14.	<p>The aim of the proposals are as follows;</p> <ul style="list-style-type: none"> - Promote further turnover within the car parks for the benefit of local businesses - Encourage alternative modes of travel, including use of public transport and car sharing for the benefit of reduced congestion - Ensure that the Council is covering the operating costs of the car parks

15.	<p>The purpose of the existing tariff approach for Suburban Car Parks has been to provide a competitive parking environment when compared to the City Centre and other regional retail centres. However, the Suburban Car Parks generate relatively low revenue. All car parks have costs, which include maintenance, operating costs of Pay and Display machines and annual business rates. The revenue currently generated by the Suburban Car Parks is not covering the cost of their operation. The table below shows 2022/23 Suburban Car Park revenue income against the business rate costs for that year. This leaves the Suburban Car Parks with an operating loss of £54K even before other costs are deducted.</p> <table border="1" data-bbox="331 618 1428 716"> <thead> <tr> <th>P&D Revenue</th> <th>PCN Revenue</th> <th>Total Revenue</th> <th>Business Rates</th> <th>Difference</th> </tr> </thead> <tbody> <tr> <td>£61,917.03</td> <td>£22,502.29</td> <td>£84,419.32</td> <td>£138,422.35</td> <td>£54,003.03</td> </tr> </tbody> </table> <p>Costs of maintaining car parks (repairing pot holes etc) will vary from year to year, but the general cost of doing repairs have increased significantly in recent years.</p>	P&D Revenue	PCN Revenue	Total Revenue	Business Rates	Difference	£61,917.03	£22,502.29	£84,419.32	£138,422.35	£54,003.03
P&D Revenue	PCN Revenue	Total Revenue	Business Rates	Difference							
£61,917.03	£22,502.29	£84,419.32	£138,422.35	£54,003.03							
16.	<p>In developing these proposals, the Council carried out a bench marking exercise looking at similar retail areas across the region, both within large urban areas and also smaller towns and districts. This is attached as Appendix 3. It is highlighted that the tariffs put forward as part of this proposal have been kept at a nominal rate in contrast to many of the locations examined as part the bench marking exercise. The purpose of doing so is to ensure that the District Centres remain competitive with other similar retail destinations and also to minimise any displacement onto neighbouring residential areas. It is also highlighted that many Local Authority car parks which are providing parking amenity for local retail centres are operating parking tariffs with no evident impact to the adjacent businesses.</p> <p>It is noted that some Local Authorities in the region such as Fareham Borough Council maintain free parking for some of their local retail areas, including Stubbington and Portchester.</p>										
17.	<p>Provision for making amendments to parking tariffs is held under the Officer Scheme of Delegation within the Council constitution under Section 12.16. Therefore amendments to parking tariffs and charging hours would usually be done under delegated authority with oversight by the administration. It has been determined that the principle of removing the 2 hour free parking period and extending the charging period warranted a Cabinet decision. However it is recommended that Cabinet delegates all future amendments of parking tariffs and tariff structures to the Executive Director for Resident Services (or equivalent post). This will maintain a more flexible process for the amendment of parking tariffs going forward.</p>										
18.	<p>The Council has carried out a consultation on the proposals between 29th November 2024 and 20th December 2024. 2072 responses were received in total.</p>										

	<p>2001 responses were logged as objections to the proposals 31 responses were logged as supporting the proposals 40 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 Members Rooms Document 1.</p> <p>It is the officer's view that no objections have been raised that constitute any material overriding consideration to the underlying principle of proposals. However, officers have recommended a number of minor amendments to the proposals in response to the consultation, as set out below.</p>
19.	<p>It is noted that the predominant concern expressed by respondents was the potential for drivers to choose to travel to alternative retail locations with a potential impact to local businesses. This has been assessed as part of the officer response and within the bench marking exercise that has been carried out looking at similar local retail districts. However, officers will monitor and review the parking demand and footfall within the District Centres between 01/04/2025 and 30/09/2025 to assess whether the changes to the parking tariff and charging periods are having a discernible impact on trips to the District Centres. A discussion paper on these findings will be presented to the Cabinet Member for Environment and Transport in October 2025 to include recommendations on any further changes to the Suburban Car Park parking tariffs and charging hours as appropriate.</p>
20.	<p>Another concern that was raised by a noticeable number of respondents, was that the proposed parking charges would deter the use of some car parks as Park and Stride facilities by parents dropping off and collecting children to and from schools. Park and Stride facilities can play a key role in encouraging parents to park safely and not in locations on the highway close to the school where this may cause an obstruction or obscure sightlines, to children crossing the road. However, the Council could not make provision for Park and Stride within the car parks that would undermine the purpose of the tariffs as proposed by being used for trips not related to Park and Stride. It is recommended that officers develop proposals for a permit that can be used for short periods in nominated Suburban car parks in close proximity to schools at set times. Provision for permits is made within the Suburban Car Parks Off Street Parking Order.</p>
21.	<p>It is further noted that members from a number of local community groups submitted representations expressing concern on the potential for the proposed charges to discourage participation in community meetings and leisure activity such as theatre groups or running clubs, within the evening period. Many of the impacts associated with making a car journey (emissions, deterioration of highway/car park surface, congestion) occur regardless of the time of day that the trip is made so parking tariffs should still be used to</p>

	<p>encourage people to give consideration to choosing an alternative means where feasible (e.g. car sharing, public transport). However, it is recognised that the level of demand generated by commercial activity would be greatly reduced in the evening period within the District Centres, relative the City Centre, and that reduced exposure to tariffs may assist in encouraging community participation within these areas. Therefore, it is recommended that the proposed charging hours be amended to Monday to Sunday 8am to 8pm. As this results in a maximum stay period of 12 hours, it is further recommended that the all day tariff be removed and that the £6 tariff be amended from applying for stays of up to 10 hours to applying for stays of up to 12 hours.</p>
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RESOURCE IMPLICATIONS

Revenue

22.	<p>Parking charges are not implemented or amended to raise income, but to further policy goals as outlined in the proposal. It is projected that these proposals would nonetheless have an impact on parking income which is set out below.</p> <p>The impact on income has been assessed by applying the tariff proposals to average usage data on affected car parks to assess the likely changes to income, with a general assumption that there will be a reduction in usage as a result of the implementation of the change. Where a car park does not have existing usage data (e.g. car parks currently operating with a limited waiting period), the nearest equivalent site in capacity was used to provide an estimate.</p> <p>The overall projected increase in income is expected to be £0.56M per year from 2025/26. .The implementation of suburban car parking charges has been included in the budget planning as part of the Parking and Traffic Management transformation project and the increased income is included within proposed transformation savings.</p> <p>Off-street parking income is a general fund income stream and is budgeted at an appropriate level within the Council’s annual revenue budget. Any income generated above the budgeted level can be used to offset pressures in other Council budget areas. It can also reduce the need to transfer income from the on-street parking reserve into the off-street budget to pay costs such as maintenance (on street revenue can be used for off street costs). This allows funding from the on-street reserve to be used on key areas such as home to school travel, concessionary bus fares and upgrades and improvements to the highway network.</p>
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Property/Other

23.	None
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LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

24.	Local Authorities have powers to set parking tariffs and charging structures under Part IV of the Road Traffic Regulation Act 1984
Other Legal Implications:	
25.	Equalities Act 2010, Crime and Disorder Act 1998, Human Rights Act 1998
26.	The proposals in this report are supported by an Equalities Impact Assessment (Members Room Document 2) that Members are asked to have regard to in reaching their decision in order to comply with their duties under s.149 Equality Act 2010 (the 'Public Sector Equality Duty').
RISK MANAGEMENT IMPLICATIONS	
27.	It is noted that there is potential for drivers to migrate to alternative retail destinations, which if occurring in significant volumes would put some of the policy goals at risk. It is believed that the majority of users would still use the district centre that was closest to their destination as the charges have been set at a nominal level. The bench marking document in Appendix 3 shows that there are many similar smaller retail centres in the region with chargeable Council car parks that are situated a short drive away from large retail parks with free parking. To fully address the risk, Council officers will be monitoring footfall and car park usage with a discussion paper produced for the Cabinet Member for Environment and Transport, outlining the findings.
POLICY FRAMEWORK IMPLICATIONS	
28.	The proposal is supportive of Policies I3 – Smart Parking (removing the free parking period and expanding the charging period supports the broad policy goal), R1 – Well Managed Highway (through encouraging the use of alternative travel modes to reduce the impact of the car on the highway), A3 – environment and Policy, Z1 – Zero Emission City (through encouraging drivers to consider alternatives to car use), Policy HA3 – Walking (by encouraging people, particularly those who live close to the district centres, to walk to those retail areas), HA4 – Smarter Travel Choices (by encouraging the use of alternative travel modes), in Connected Southampton, the Council's Local Transport Plan. The proposal can also be considered a clear policy response to challenges noted in 2.4.2 of the Council's Bus Service Improvement Plan.

KEY DECISION?	Yes
WARDS/COMMUNITIES AFFECTED:	All Wards
<u>SUPPORTING DOCUMENTATION</u>	
Appendices	
1.	Location of Suburban Car Parks and Existing Tariffs
2.	Suburban Off Street Parking Places Public Notice
3.	Tariffs in Local District Centres Benchmarking
4.	Summary of Objections and Officer Response
5.	Amended Suburban Car Parks Tariff and Charging Hours Proposal

Documents In Members' Rooms

1.	Consultation Responses in Full	
2.	DDN & ESIA	
Equality Impact Assessment		
Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.		Yes
Data Protection Impact Assessment		
Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.		No
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.		

Appendix 1 – Location of Suburban Car Parks and Existing Tariffs

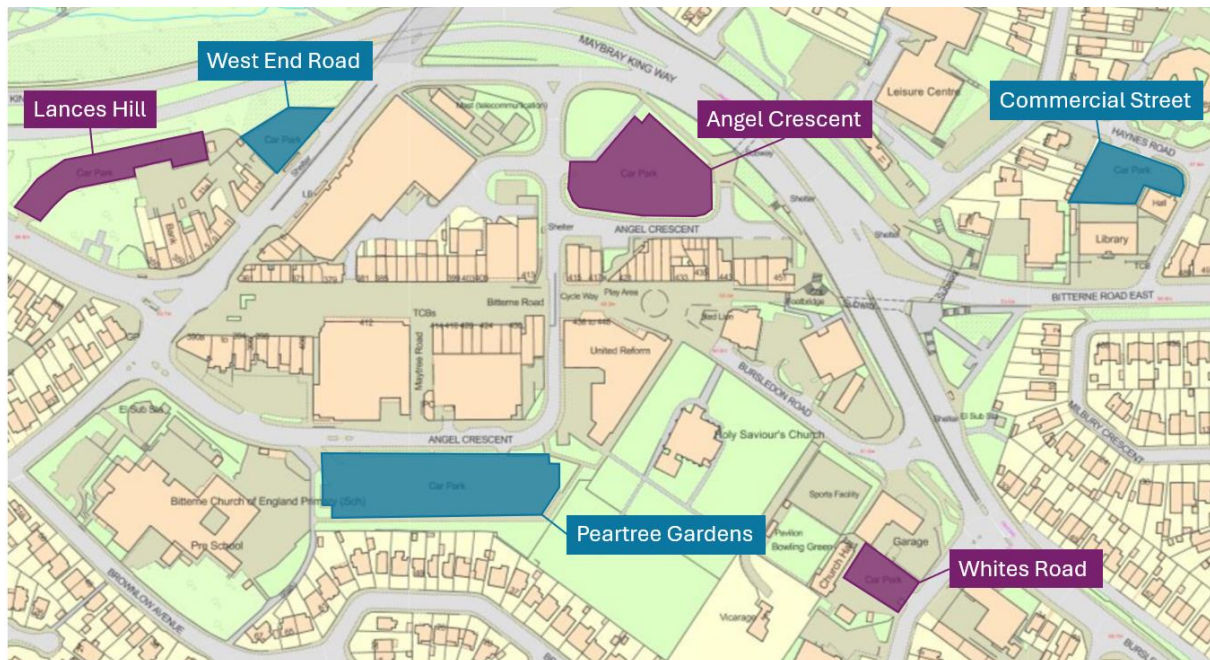
Existing Tariffs

Car Parks	Monday to Saturday 8am to 6pm				
	Up to 2 hours	Up to 3 Hours	Up to 4 hours	Up to 5 hours	Over 5 hours
Angel Crescent, Bright Glade, Howards Grove, Lances Hill, Marlborough Road North, Oakbank Road, Portsmouth Road Westridge Road and Whites Road	Free	£0.50	£1.00	£2.00	£5.60
Cannon Street, Colonnade, Commercial Street, Peartree Gardens, Marlborough Road South, West End Road, Woodley Road North and Woodley Road South	2 Hours Limited Waiting				

Bitterne

Bitterne District Centre comprises a pedestrian precinct around 300 metres in length with a range of chains store and independent businesses, including 1 supermarket. There are additional businesses located on West End Road and a Leisure Centre accessible by underpass on Dean Road. The area is served by 6 Council car parks as shown below, while the Leisure Centre has a dedicated parking facility that is managed by a private parking provider for Leisure Centre users only.

The nearest alternative retail centres are located in Southampton City Centre (5.6km) which is largely served by paid parking (West Quay Retail Park offers the first 30 minutes free) or Hedge End Retail Park (3.8km) which has free parking for a maximum of 4 hours.



Portswood District Centre

Portswood District Centre comprises a high street around 500 metres in length with a range of independent businesses and chain stores, including 2 supermarkets. The district centre is served by 1 Council car park as shown below, while the supermarkets have their own parking facilities which are 2 hours maximum stay. There are also a limited number of on street parking bays which are 30 minutes limited waiting.

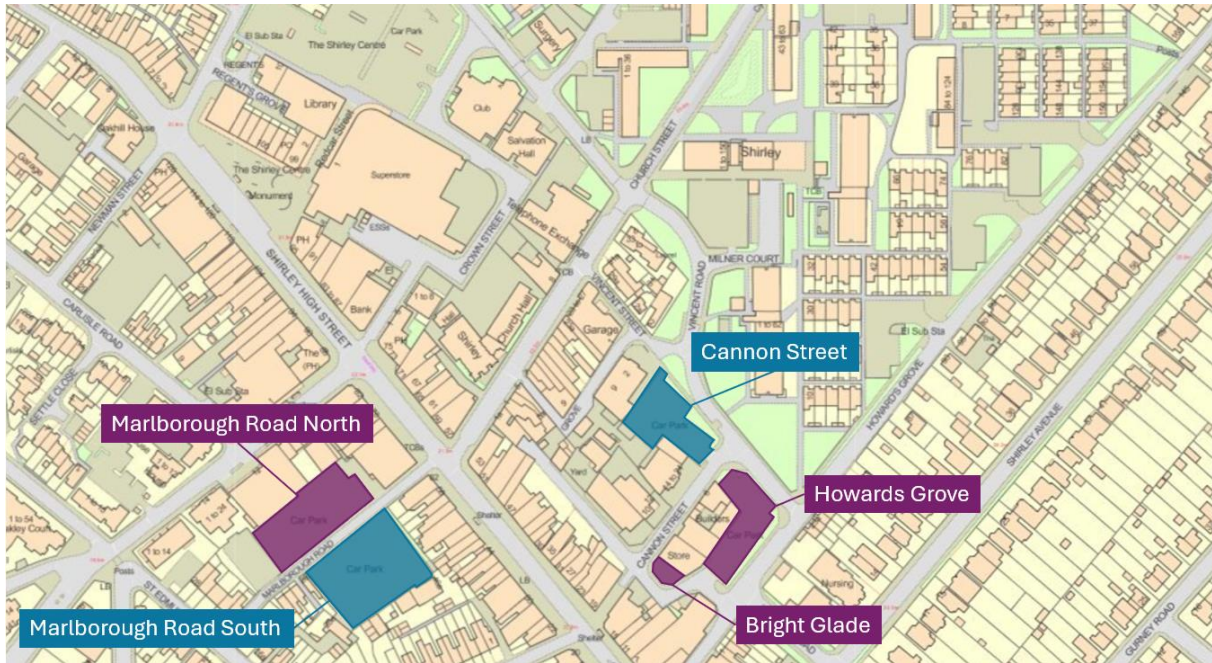
The nearest alternative retail centres are located Southampton City Centre (4.0km) which is largely served by paid parking (West Quay Retail Park offers the first 30 minutes free) or Hedge End Retail Park (7.8km) which has free parking for a maximum of 4 hours.



Shirley

Shirley District Centre comprises a shopping area that is around 1 km in length with a range of independent businesses and chain stores, including 2 supermarkets. The district centre is served by 5 Council car parks located towards the northern end of the road as shown below, while the supermarkets have their own parking facilities which are 90 minutes maximum stay. There are also on street parking bays which are mostly 1 hour limited waiting with a small number of 30 minute limited waiting sections.

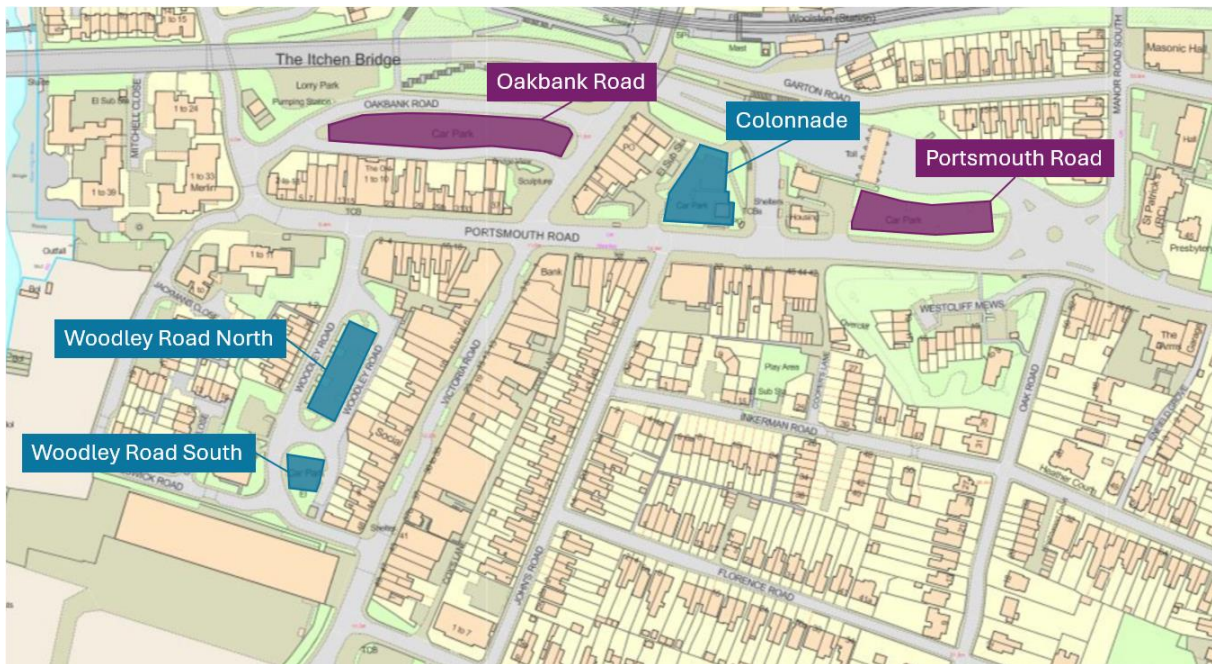
The nearest alternative retail centres are located Southampton City Centre (5.0km) which is largely served by paid parking (West Quay Retail Park offers the first 30 minutes free) or Lordshill (2.8km) which has free parking and a large supermarket on Tebourba Way (1.6km) which offers free parking.



Woolston

Woolston District Centre comprises a shopping area that is around 600 metres in length with a range of independent businesses and chain stores, including 1 supermarket. The district centre is served by 5 Council car as shown below, while the supermarket has their own parking facility which is 90 minutes maximum stay. There are also on street parking bays which are 1 hour limited waiting.

The nearest alternative retail centres are located Southampton City Centre (3.5km) which is largely served by paid parking (West Quay Retail Park offers the first 30 minutes free), Hedge End Retail Park (8.8km) which has free parking for a maximum of 4 hours or the Bursledon supermarket (4.8km) which has free parking for a maximum of 2 hours.



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PUBLIC NOTICE

THE CITY OF SOUTHAMPTON (SUBURBAN OFF-STREET PARKING PLACES) (AMENDMENT 5) ORDER 2024

NOTICE IS HEREBY GIVEN THAT SOUTHAMPTON CITY COUNCIL proposes to make the above Order, the effects of which would be:

- For the car parks listed in the table below, to introduce an amended charging structure and increased parking charges as set out in the table below. The charges would apply 8am to Midnight on all days.

Car Park	Charge for length of stay (up to...)							
	1 hr	2 hrs	3hrs	4hrs	5hrs	10hrs	All Day	
Angel Crescent	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Bright Glade	£0.50	£1.00	(max stay 2 hours)					
Cannon Street	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Colonnade	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Commercial Street	£0.50	£1.00	(max stay 2 hours)					
Howards Grove	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Lances Hill	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Marlborough Road (North)	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Marlborough Road (South)	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Oakbank Road	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Peartree Gardens	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Portsmouth Road	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
West End Road	£0.50	£1.00	(max stay 2 hours)					
Westridge Road	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00	£8.00	
Whites Road	£0.50	£1.00				£4.00	£6.00	
Woodley Road (North)	£0.50	£1.00	(max stay 2 hours)					
Woodley Road (South)	£0.50	£1.00	(max stay 2 hours)					

- To introduce a suburban off-street season ticket, available to all users, to allow parking in any suburban off-street car park. At a cost of £340 valid for 6 months and £650 valid for 12 months. This would replace the existing Suburban Business Parking Permit.

Copies of the draft Order, relevant map and statement of reasons for proposing can be viewed on the Councils website: transport.southampton.gov.uk/TRO or may be inspected Monday - Friday, 10am - 3pm at Gateway in the Civic Centre, Southampton SO14 7LY.

Any person wishing to object or make any other representation relating to this Order must do so in writing via the Councils website: transport.southampton.gov.uk/TRO or by post to the Highways Legal Team at Southampton City Council, Civic Centre, Southampton, SO14 7LY quoting the Order title and, where objecting, stating the grounds for the objection, within 21 days of the date of this Notice (i.e. by 20th December 2024).

Please note that all representations submitted, including the name and address of the person submitting it, may be made available for public inspection.

Dated: 29th November 2024

Richard Ivory, Solicitor
Director of Legal and Governance and Monitoring Officer
Southampton, Fareham and Havant Legal Partnership



SOUTHAMPTON
CITY COUNCIL

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Appendix 3 - Parking Provision and Tariffs in Local District Centres

Boscombe

The Boscombe retail district has pedestrian precinct about 330 metres in length with additional retail areas situated along the main road for about 500 metres. The shops and restaurants are a mix of chains stores and independent businesses. The area is served by 2 Council Short Stay Car Parks, 1 Council Permit Holders Only Car Park, 1 Shopping Centre car park and 1 supermarket car park. There are also some on-street parking bays which are 1 hour limited waiting.

Council Car Park Tariff

Monday to Sunday 24 hours

1 hour - £1.30
2 hours - £1.80

Council Permit Charges

1 Month - £51
6 Month - £279
Annual - £507

Shopping Centre Car Park Tariff

1 hour - £1.00
2 hours - £1.50
4 hours - £3.50
All day - £5.00

Cosham

Cosham High Street is 430 metres in length and includes a 100 metre pedestrian precinct. The local businesses are a mix of chain stores and independent shops/restaurants. The area is served by 1 Council Car Park, 1 supermarket car park, 1 independent Car Park and the Car Park for Cosham Station. The supermarket car park provides 2 hours free parking, while the independent car park and Cosham Station Car Park both have parking charges. There are also some on-street parking bays which are 1 hour limited waiting. A large retail / leisure park is located approximately 2.5 kilometres from Cosham High Street and offers free parking with no time limit.

Council Car Park Tariff

Monday to Sunday 8am to 8pm

1 hour - £1.10
2 hours - £2.20
3 hours - £3.20
4 hours - £4.20

6 hours - £6.30
8 hours - £8.40
All Day - £10.30

Emsworth

Emsworth Town Centre has a High Street around 500 metres in length comprising largely independent local businesses with a small number of chain stores. The local retail area is served by 2 Council pay and display car parks while there is a free Council car park about 350 metres away from the main retail area. There are also some on street parking bays with a 45 minute limited waiting period. The nearest alternative shopping centre is in Havant with a retail park around 3.5 kilometres away which offers free parking.

Council Car Park Tariff

Monday to Saturday 8am to 6pm

1 hour - £1.30 / £1.30
2 hours - £2.30 / £2.50
4 hours - £3.60 / £3.70
Over 4 hours – N/A / £4.90

Hamble-Le-Rice

Hamble-Le-Rice has a small retail district centre with a largely independent businesses and a small number of chain stores. It is served by 2 Council car parks. There is also a short section of on-street parking which is 2 hours limited waiting. The nearest supermarket is located 4.5 kilometres away and offers up to 3 hours free parking.

Eastleigh Council Car Park

Monday to Sunday 8am to 6pm

30 minutes - Free
1 hour - £1.00
2 hours - £2.50
3 hours - £3.50
4 hours - £4.50

Hamble Parish Council Car Park

Monday to Sunday 8am to 6pm

1 hour - £1.00
2 hours - £2.50
3 hours - £3.50
4 hours - £4.50
5 to 10 hours - £12.00

Hythe

Hythe Town Centre comprises a pedestrian precinct of about 140 metres in length with a mix of chain stores and independent local businesses. There are additional shopping/restaurant locations in neighbouring streets. The area is served by 2 Council car parks, and 2 supermarket car parks. The Council car parks operate parking charges Monday to Sunday 8am to 6pm as shown below. The supermarket car parks have a 2 hour free parking period. There are also a small number of on-street parking bays which are 30 minutes limited waiting. The largest supermarket serving the area is located approximately 3 kilometres from Hythe Town Centre and has a large car park that is free of charge with no time limit.

Council Car Park Tariff

8am to 6pm Monday to Sunday including Bank Holidays

1 hour - £1.50
2 hours - £3.10
3 hours - £3.70
4 hours - £4.20
5 hours - £5.20
20 hours - £8.30

London Road (Portsmouth)

London Road is a retail area outside of Portsmouth City Centre approximately 500 metres in length (although business continue further along the A2047) with a mix of chain stores and independent businesses. It is served by 1 Council car park and 1 Supermarket car park. The Supermarket car park provides free parking up to 90 minutes.

Council Car Park

1 hour - £1.10
2 hours - £2.20
3 hours - £3.20
4 hours - £4.20
6 hours - £6.30
8 hours - £8.40
All day - £10.30

Lyndhurst

Lyndhurst Town Centre has a high street of about 400 metres in length comprised largely of local businesses with a small number of chain convenience food stores. The area is served by a Council car park with short stay and long stay options. There are no other car parks within Lyndhurst Town Centre available for general use by the public, although there are parking facilities approximately 400m away in the nearby New Forest National Park with no charge. The nearest large supermarket is located approximately 8 kilometres from Lyndhurst Town Centre in Totton. It has a large car park that is free of charge with a 3 hour time limit.

Council Car Park Tariff

8am to 6pm Monday to Sunday including Bank Holidays

- 1 hour - £1.50
- 2 hours - £3.10
- 3 hours - £3.70
- 4 hours - £4.20
- 5 hours - £5.20
- 20 hours - £8.30

Parkstone (Poole)

The local shopping district in Parkstone is located on Ashley Road with business premises situated along a section of the road that is approximately 1km in length. The shops and restaurants are a mix of chains stores and independent businesses. The area is served by 3 Council Car Parks and 1 supermarket car park. There are also some on-street parking bays which are 30 minutes limited waiting. The supermarket car park has a free 2 hour time limit. Approximately 600 metres from the eastern end of the Parkstone local retail district centre is a large retail park with multiple chain stores and free parking with no time limit.

Council Car Park Tariff

Monday to Saturday 8am to 10pm

- 1 hour - £1.30
- 2 hours - £1.80
- 4 hours - £4.20
- 14 hours - £6.10

Sunday 8am to 10pm

- 14 hours - £0.70

Winton (Bournemouth)

The local shopping district in Winton is located on Wimborne Road with business premises situated along a section of the road that is approximately 1km in length. The shops and restaurants are a mix of chains stores and independent businesses. The area is served by 2 Council Car Parks and 2 supermarket car parks. There are also some on-street parking bays which are 1 hour limited waiting. The supermarket car parks both have a free 90 hour time limit.

Council Car Park Tariff

Monday to Sunday 24 hours

- 1 hour - £1.30
- 2 hours - £1.80
- 4 hours - £4.20
- 14 hours - £6.10

Appendix 4 – Summary of Consultation and Officer Response

Issue	Response
<p>Economic Impact</p> <p>The proposals will have a negative impact on local businesses with visitors choosing to drive to alternative locations where parking is cheaper or free (e.g. Hedge End Retail Park or Whitely Shopping Centre)</p> <p>Example comments:</p> <p><i>“You will kill the local economy, people will resort to online shopping and less social interaction leading to isolation. I want to go shopping, but not have to pay through the nose for parking.”</i></p> <p><i>“It will suffocate the already difficult small shops in those area and adversely affect the economy of these area. This is a shortsighted proposal.”</i></p> <p><i>“People will more likely opt to go to retail parks such as Whitely or Hedge End where they have an extensive free parking area.”</i></p> <p><i>“Woolston high street struggles enough without introducing parking fees. A lot of shops depend on trade passing through and cars stopping whilst driving through the main street. Introducing fees will stop that happening and deter people from visiting.”</i></p> <p><i>“With the increased headwinds of costs facing businesses (NI, minimum wage and rates) in the areas, were these charges are to be imposed, the council should be doing absolutely everything to support these businesses by ensuring growth to footfall in the areas. Adding these charges will cause these businesses a loss in revenue and are adding stress and worry in what is already an impossible economic climate to operate within.”</i></p>	<p>There is no conclusive link between the health of a local retail economy and car parking charges. The cost of parking is just one of numerous variables which influence the economic success of a district centre.</p> <p>Officers have carried out a benchmarking exercise (Appendix 3) and have found that many district centres within urban authorities as well as local towns operate parking charges within their car parks.</p> <p>The charges proposed are lower than many of these locations and while there are some retail parks such as Hedge End and Whitely that offer free parking, travel costs as well as journey time would mean that the district centres would remain a viable alternative to these destinations.</p> <p>The report recommends that officers monitor and review footfall in the district centres and use of the car parks for a six month period following implementation and provide a follow up discussion paper to the Cabinet Member for Environment and Transport on these findings with any further recommendations as appropriate.</p>

<p>Cost of Living</p> <p>Significant increases in the cost of living have reduced the ability of many to pay additional parking charges.</p> <p>Example comments:</p> <p><i>“Life is already challenging and expensive and this will just stretch people's budgets even further.”</i></p> <p><i>“With the cost of living rising no one can afford these parking charges.”</i></p> <p><i>“Parking and travel in Southampton is becoming more and more difficult and areas like Bitterne, where the residents are not so affluent, means you're going to make it impossible for residents to afford just getting their food shop etc with the current cost of living crisis.”</i></p>	<p>The proposed tariffs maintain a competitive offer in comparison to other local and regional destinations as shown in Appendix 3.</p> <p>The majority of parking sessions are likely to only cost £1.00 or less.</p>
<p>Impact on workers who use the car parks all day</p> <p>Retail employees and other workers will have to pay for all day parking</p> <p>Example comments:</p> <p><i>“Parking around here is hard enough, especially when you're office based all day, having to pay for parking every day is a massive chunk out of our pay!”</i></p> <p><i>“It will hit shop workers who rely on parking at a time when people are struggling financially, disproportionately hurting those on low incomes.”</i></p>	<p>Drivers parking within the Suburban Car Parks for longer than 2 hours are already required to pay a parking tariff. The current all day charge is £5.60, with the proposals increasing this to £6.00. The corresponding charge within the inner City Centre area is £7.00 or £9.00</p>

<p>Impact on those visiting local Health Centres and Clinics</p> <p>Example comments:</p> <p><i>“It is hard to find reasonably priced parking in Southampton areas and to put prices up or start charges will force people to stop visiting GP surgeries, health centres for appointments or even local libraries or groups which will have a worse effect of local health as well, as the economy.”</i></p> <p><i>“I work with very deprived patients and deliver health care at Bitterne Health Centre. the Patients often turn down appointments and don’t access health care when they have to pay for parking as they cannot afford it.”</i></p>	<p>The majority of parking sessions for a health appointment are likely to only cost £0.50 for 1 hour, with a 2 hour stay costing only £1.00.</p> <p>The corresponding charges at Southampton General Hospital are £2.70 for 1 hour and £4.90 for 2 hours.</p> <p>The corresponding charges at Royal South Hants Hospital are £1.50 for 1 hour and £2.00 for 2 hours.</p> <p>Blue Badge Holders will continue to be able park without charge under these proposals.</p>
<p>Lack and unsuitability of public transport</p> <p>Public transport options to the district centres are not suitable or available for many people, particularly for weekly food shopping.</p> <p>Example comments:</p> <p><i>“If I was able to carry a full weeks shopping on public transport that went anywhere near where I live at a time I needed - or I could carry it on a pushbike - I would consider it.”</i></p> <p><i>“It doesn’t incentivise people to use public transport because public transport is extortionate and inconsistent.”</i></p> <p><i>“As for encouraging people to use public transport, suggest whoever thought of this refers to the bus route map because for many people, it's not possible to get to either area by public transport and this will adversely affect older people, disabled people and parents of young children.”</i></p>	<p>There are a range of Bus routes that provide frequent services to all four district centres from Southampton’s suburban areas.</p> <p>It is recognised that drivers may not seek to use alternative travel modes in place of every car journey, but public transport can be a viable choice for many trips.</p> <p>The Council will continue to work with bus operators on fare offers.</p>

<p>Charges have been introduced to raise revenue</p> <p>The parking charges are only being introduced to raise money for the Council.</p> <p>Example comments:</p> <p><i>“The majority of citizens recognise this as being to do with raising revenue. It’s an insult to people’s intelligence to try and pretend otherwise.”</i></p> <p><i>“This to me is just pure greed from Southampton City Council trying to squeeze every little Penny they can out of people.”</i></p> <p><i>“There is no mention of raising revenue which, I believe, is a significant factor behind these proposals.”</i></p>	<p>Parking Charges are not implemented to raise revenue, but to address policy goals as outlined in the proposal.</p> <p>The Council does need to cover the cost of operating the car parks, while any surplus revenue is used for the public good.</p>
<p>Parking will be displaced to residential roads</p> <p>Drivers will choose to park on nearby residential roads rather than pay the parking charge.</p> <p>Example comments:</p> <p><i>“People will be parking in local residential areas, which coming from a person who lives nearby will be very annoying.”</i></p> <p><i>“This will encourage drivers to park in residential areas or illegally to avoid fee.”</i></p> <p><i>“This will also push people to then park on surrounding residential streets, this will cause issues for residents. Then I suppose your “solution” to that would be permits for the roads.”</i></p>	<p>The proposed parking charges have been kept at a nominal level to deter people from residential roads and it is generally found that drivers will try to park as close to their destinations as possible.</p> <p>Resident Permit Parking Zones have been introduced in some residential areas to deter parking by non-residents, with some of these schemes already operating in close proximity to the Portswood, Shirley and Bitterne District Centres.</p> <p>It is current Council policy that it will investigate implementing or amending Permit Parking restrictions if a request is made by a representative group of residents who would be affected by the proposal.</p>

The proposals will impact on parents dropping off / collecting children at / from local schools

Some schools have been encouraged to use Suburban Car Parks as Park and Stride facilities which reduces the impact on neighbouring residential roads from this activity and improves road safety around the schools.

Example comments:

"Also you will only encourage parents to block roads as they try to park in surrounding roads to collect children from the school."

"It will cause problems for parents who use these car parks for dropping off /collecting their children for school causing them to park dangerously on roads around the schools causing danger to ALL people on the roads around schools."

"This will hinder park and stride for the local primary school."

"In my area of Bitterne, these car parks are used as safe drop-of zones for school children. Introducing these charges will mean that parents will resort to trying to park on residential streets near to the schools further increasing the chaos at school drop-off and pick-up time that the recent "School Streets Experimental Order" has created."

"For many years now parents have been encouraged to use these car parks as part of Park and Stride. Should parents be forced to pay for parking to do the right thing and reduce traffic around our schools. Even using the shortest pay period twice a day this would amount to £5 per week."

The report recommends that officers develop proposals to enable the use of Suburban Car Parks as Park and Stride facilities

<p>Impact on residents</p> <p>Residents will have to pay to park in the car parks during the evenings and on Sundays. Residents will have to pay when charging their Electric Vehicle</p> <p>Example comments:</p> <p><i>“Residents use the car park for evening parking, as well as for visiting friends and family outside of chargeable hours, when the road parking is at maximum.”</i></p> <p><i>“Also, how does this affect people using electric charging- will they have to pay for parking as well as electricity?”</i></p>	<p>The Suburban car parks are not maintained for the purpose of residential parking, but to provide parking amenity for those visiting the District Centres. Residents can of course use the facilities, but as with any parking facility, tariffs assist with covering the operating cost of the facilities.</p> <p>It is standard practice in Southampton City Council’s car parks for Electric Vehicles to be subject to the parking restrictions while charging and this was already the case for the Suburban Car Parks.</p>
<p>Impact on community groups and volunteers</p> <p>The proposals will have a negative impact on participation within societies and other community groups which operate in and around the district centres.</p> <p>Example comments:</p> <p><i>“I belong to a Shirley-based amateur theatre group Maskers Theatre Company. I use my car to come to rehearsals in the evenings and weekends, from outside of the city. I am often at rehearsal for several hours, 3-4 times per week, and 7 days a week during show runs. This would cost me £28 per week to park under the new proposal, which is more than my annual membership fee for the theatre group being unemployed I cannot afford the additional weekly expense so would likely have to abandon my hobby.”</i></p> <p><i>“The Oakbank car park is crucial to several community based running clubs. Removing the free evening charges will decimate attendance for these clubs, and likely see them fold.”</i></p>	<p>Regardless of the purpose of a visit there is still a need to manage car trips and parking demand.</p> <p>The report recommends amending the proposed charging hours from Monday to Sunday 8am to Midnight, to Monday to Sunday 8am to 8pm, which would reduce the cost of parking for evening based community activities.</p>

<p>Impact on groups attending Places of Worship</p> <p>There are currently no district centre parking charges on Sundays during which period, some community groups attend Places of Worship. Parking charges may be payable by groups who have previously parked during these times without charge.</p> <p>Some respondents have also stated that introducing parking charges on Sunday mornings and Sunday evenings could be discriminatory against some community groups.</p> <p>Example comments:</p> <p><i>“My primary concern is for the parishioners of my church who have found a home in our church, that they may be put off attending and withdrawing from our community.”</i></p> <p><i>“We use this car park to support our religious beliefs as this is where I park to attend church on Sundays and church activities through the week. This could deter people from attending due to this. I shouldn’t have to worry about finding the money to pay for parking when I am attending for religious reasons.”</i></p>	<p>Regardless of the purpose of a visit there is still a need to manage car trips and parking demand. Many similar urban centres and local towns have charges that apply on Sundays.</p> <p>The Council currently applies parking charges Monday to Saturday, 8am – 6pm. These existing charging periods encompass times of worship and meetings for other community groups. Therefore, the revised charging structure constitutes an equal parking structure for all daytime/evening activities within these areas.</p> <p>The Council could not amend the parking tariff to favour a specific section of community.</p>
<p>The proposals are an attack on motorists.</p> <p>The proposal penalises drivers.</p> <p>Example comments:</p> <p><i>“No reason to continually penalise the motorist, seems like vengeful attack on drivers and local shops.”</i></p> <p><i>“All you appear to be doing is waging war on motorists and causing gridlock.”</i></p>	<p>The aim of the proposals is to manage car trips at times when there is parking demand.</p> <p>The Council’s key transport policies are focused on encouraging the use of alternative transport modes, particular for local trips. This would provide an overall benefit for those who have to drive by reducing traffic and congestion.</p> <p>The Council provides a range of parking facilities and tariff options for those who need to drive and also offers season tickets for regular users.</p>

Implementing parking tariffs may cause health issues

People would be deterred from visiting gyms which may lead to obesity and other health issues.

Example comments:

“The car park on Angel Crescent is used by many people for shopping but also for the use of the gym. With the cost of living rising, the extra cost per day people cannot afford. That could then stop them going to the gym! That can then lead to obesity! Instead of bringing in an injection to help with obesity you should be promoting places like Bitterne and its gyms so that it is accessible to people for health reasons not making it more difficult!”

“I currently use the car park at Angel Crescent when I visit the Gym in the evening or on weekends. Whilst I appreciate there is cost involved in maintaining these car parks perhaps that can be collected from the business rates of businesses that benefit from the parking rather than the general public. Particularly where the gym is involved paying further to attend is going to put people off going which contributes to a lazier unhealthier society.”

There are many gyms within the City Centre where parking charges apply.

The majority of parking sessions are likely to only cost £1.00 or less.

Appendix 5 – Amended Suburban Car Parks Tariff and Charging Hours Proposal

Car Park	Charges Apply Monday to Sunday 8am to 8pm					
	Charge for length of stay (up to...)					
	1 hr	2 hrs	3hrs	4hrs	5hrs	12hrs
Angel Crescent	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Bright Glade	£0.50	£1.00	Maximum Stay - 2 Hours			
Cannon Street	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Colonnade	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Commercial Street	£0.50	£1.00	Maximum Stay - 2 Hours			
Howards Grove	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Lances Hill	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Marlborough Road (North)	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Marlborough Road (South)	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Oakbank Road	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Peartree Gardens	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Portsmouth Road	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
West End Road	£0.50	£1.00	Maximum Stay - 2 Hours			
Westridge Road	£0.50	£1.00	£1.50	£2.50	£4.00	£6.00
Whites Road	£0.50	£1.00	N/A	N/A	N/A	£4.00
Woodley Road (North)	£0.50	£1.00	Maximum Stay - 2 Hours			
Woodley Road (South)	£0.50	£1.00	Maximum Stay - 2 Hours			

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