

Collective Representations from Residents and Representation from Ward Councillor

1) Representation and Petition of on behalf of residents of Old Southampton and local surrounding areas

Reference: The City of Southampton (First Controlled Zone) (Amendment No. 4) Traffic Regulation Order 2013

On behalf of the residents of Old Southampton and local surrounding areas, we wish to officially object to the proposal to introduce charges and restrictions for on-street city centre Pay and Display bays from 6-8pm. We feel that this proposed charge is aimed primarily to disadvantage residents and local businesses in the city centre area for the following reasons:

a) Increased household costs during extremely difficult times.

A number of residents who drive will have no choice but to pay this extra £2 per day, costing over £730 a year in order to park close to where they live. This is a huge additional expense especially when people are trying to cope with other ever increasing costs and reduced income.

b) This will encourage drink driving.

There are many local residents who travel to work outside of Southampton and then like to return home and unwind with a social drink in one of the local pubs. A number of people have already indicated that this proposed new parking policy will encourage and even coerce them into visiting a pub close to where they work and then drive home at 8pm. We are assured that they will remain within the drink-drive limits, however, is this really a policy that Southampton Council wants to encourage, and even to be the direct cause of such a change in behaviour. Lives will be put at risk, and also the cost of an increasing number of road accidents will far outweigh the increase in revenue from parking charges.

c) Local businesses will be harmed.

People working outside of Southampton will spend more of their money on food, drink and entertainment away from the city, and only return home after the 8pm curfew.

You only need to walk around Southampton centre between the hours of 6-8pm to see that it is not as busy and vibrant as many other Cities, and local businesses are really struggling. This additional £2 charge will discourage visitors from coming into Southampton City Centre for short

d) Lives will be endangered.

Some residents already have to park some distance away from their home and then move their vehicles after 6pm nearer to home in readiness for an early start the next day. Elderly and vulnerable people in particular will be put at greater risk if they cannot do this now until 8pm, and the increased hours of darkness will have a significant impact on the community with assaults, rapes and robberies obviously expected to rise as a direct result of this councils new parking proposals.

Please find enclosed a petition against this proposed charge. We believe that this proposed charge desperately needs to be reviewed as the potential damage it would cause to Southampton's residents and businesses far outweighs any financial gains to be made.

Petition against Parking Charges

(172 Signatures)

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2) Representation sent individually and collectively from respondents with a total of 27 signatories

Objection to: The City of Southampton (First Control Zone) (Amendment no.4) Traffic Regulation Order 2013

1a) To Introduce a new evening charging period from 6pm to 8pm, Monday to Sunday, with a discrete flat rate charge rate of £2.00 for each day, in all street city centre Pay and Display Bays.

1c) To introduce an overnight parking pass for holders to park without charge from 6pm until the next day time charging period commences in all on-street city centre pay and display bays. This pass will be valid for a limited number of stays, and be available at the discretion of the Council to registered charities and voluntary organisations, subject to formal application and limits on issue.

1d) To introduce a new length of stay in the central Core Red code Outer pay and display bays of 2 hours with a charge of £4.00.

1e) To introduce a new length of stay in the central core red code pay and display bays of 2 hours with a charge of £4.00 and other revised charges, (as shown in the table 1 below).

1f) To introduce a new pay and display code for East street with length of stay and charges as shown in table 2.

1l) To change the restriction period in Polygon zone 1 to 8am to 8pm Monday to Saturday and 1pm to 8pm Sunday (where the existing zone restriction period of 8am to 6pm Monday to Saturday applies)

1a) To Introduce a new evening charging period from 6pm to 8pm, Monday to Sunday, with a discrete flat rate charge rate of £2.00 for each day, in all street city centre Pay and Display Bays.

Objection to point 1a) This would cause distress to the population of Southampton. The Southampton population should be allowed to enjoy using the facilities in the city centre with minimal expenses. This would also discourage visitors thinking about visiting Southampton which would have a negative knock-on effect to the local businesses, which in turn has a negative effect on the local economy.

As a Southampton resident this is a big concern, because it would in turn affect our wellbeing and our freedom of enjoying our town. It will also impede socialising between friends to some level.

1c) To introduce an overnight parking pass for holders to park without charge from 6pm until the next day time charging period commences in all on-street city centre pay and display bays. This pass will be valid for a limited number of stays, and be available at the discretion of the Council to registered charities and voluntary organisations, subject to formal application and limits on issue.

Objection to point 1c) This should not be required as only people who require parking overnight would leave their car in the city. To control the parking ability with limited passes would affect the local residents' quality of life. People who live centrally and commute to work outside the city and who cannot afford a garage need somewhere to leave their car at night. They should not be made to move away from where they live if they cannot find a parking space nearby in the streets.

1d) To introduce a new length of stay in the central Core Red code Outer pay and display bays of 2 hours with a charge of £4.00.

1e) To introduce a new length of stay in the central core red code pay and display bays of 2 hours with a charge of £4.00 and other revised charges, (as shown in the table 1 below).

1f) To introduce a new pay and display code for East street with length of stay and charges as shown in table 2.

Objection to point 1d, 1e and 1f) This would affect the businesses i.e. restaurants, bars, pubs, theatre and shops which depend upon people going out in the evening. The recession has caused local businesses to suffer. Southampton City Council should not impede businesses by taking away customers' spending power. The cost of the new length of stay is too expensive for many people. The cost should be much more affordable as many people cannot afford this price. We would strongly advocate changing the parking charges to 50 pence per

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hour or less. We hope the council to encourage the increase, or at least maintain, the number of visitors to the Southampton City Centre.

1l) To change the restriction period in Polygon zone 1 to 8am to 8pm Monday to Saturday and 1pm to 8pm Sunday (where the existing zone restriction period of 8am to 6pm Monday to Saturday applies)

Objection to point 1l) This would affect the businesses i.e. restaurants, bars, pubs, theatre and shops which depend upon people going out in the evening. The recession has made local businesses to suffer. Southampton City Council should not impede businesses by making their customers poorer and having less spending power. This would drive away people from the Southampton City Centre and damage the local economy if there is not enough spending by individuals and where the people's money is absorbed by the state.

This would also limit the freedom of Southampton population to use Southampton City Centre. This would reduce the social contact of the people in Southampton and reduce the quality of life and cause distress to us. It would incrementally affect the number of visits we would make to Southampton City due to the cost of parking, which means the general wellbeing of us and our family and friends would be affected as we cannot go to the shops to purchase our goods, or visit social venues like restaurants and pubs and such and also affect our wellbeing through lack of contact with family, friends, and acquaintances.

Elected local politicians have never been given the mandate to incrementally make their voters poorer and poorer. Therefore, we want the parking changes to be reconsidered and we would like your answer to our concerns be addressed directly to us individually.

3) Representation from the Secretary of the New Hill Farm Residents' Association

I wish to object to the above proposals for the following reasons on behalf of myself and the New Hill Farm Residents' Association:

1. These proposals will result in more cars seeking free spaces in residential streets near the city centre where parking restrictions are until 6pm. In Hill Farm Road, the no parking until 6pm works well. However, as our road, and so many residential roads are close to the Mayflower theatre, train station, IKEA and West Quay shopping centre etc. the changes would have an adverse affect on our road and all the residential roads close to the city centre.
2. Resident's often leave their cars at home and walk to the city centre, where shops are open until 8pm. A lot of other non-residents will do the same if these parking charges come into affect. This will affect residents' amenity, safety and peace and quiet.
3. WE DO NOT WANT THE SINGLE YELLOW LINE PARKING RESTRICTIONS INCREASED TO 8PM IN OUR ROAD in order to avoid the above, as this would affect our family and visitors' ability to park. In Hill Farm Road where are family and friends supposed to park if parking restrictions are extended to 8pm? As things are working well as they are, why change them?
4. It charges apply until 8pm this will lead to more congestion, as there is no benefit of shoppers waiting until later to do their shopping, i.e. they might as well do their shopping earlier in the day when it is more convenient to more people if there is no benefit of shopping later with free parking.
5. Why pay a flat rate of £2 to pick up a parcel or a few items from a shop etc. when it would be cheaper to drive to Asda at Chandler's Ford rather than use local shops, where the parking is free, the item probably cheaper and the customer given more choice, destroying more local businesses, as Asda in Chandler's Ford can develop photos, dispense prescriptions etc.
6. The shops are already quite empty at 6pm, if the parking charges were introduced, this would obviously mean less people using local businesses and encourage internet shopping from non-Southampton businesses.
7. If the after 6pm bays are being used, as the Council suggests, then this is surely good for local businesses, restaurants etc. and could well be the deciding factor in making customers use Southampton businesses rather than those elsewhere. Nobody likes to pay for parking, even if it is relatively cheap, and the Council are supposed to be encouraging Southampton businesses, not putting people off coming to Southampton at a time when people are counting pennies.

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8. It will be detrimental to local businesses by encouraging shoppers away from Southampton shops, (particularly the local ones), and parking free of charge in large stores/small industrial estate shopping sites nearby in Chandler's Ford, Eastleigh, Hedge End, Whitely etc.

9. It will lead to an increase in the number of season tickets, which actually discourages the use of alternative greener means of transport, i.e. once a person has a season ticket, they will abandon other green but less convenient means of transport as they have paid out a lot of money in advance for a season ticket, so why would they want the added expense of a bus ticket or inconvenience of getting wet on a bicycle.

4) Representation from Cllr Sarah Bogle, Cabinet Member for Children's Services, Labour Councillor for Bargate ward

I wish to make some comments on 2 related TRO's dated 300813, namely

- 1) The City of Southampton (First controlled zone) (amendment no 4) Traffic Regulation Order 2013
- 2) The City of Southampton (Off Street Parking Places) (amendment no 4) Traffic Regulation Order 2013

I am concerned that the evening charge between 6-8pm will adversely impact city centre residents. Visitors and business users can adapt their behaviours, and can make choices about whether they drive or not and at what time, residents do not have that luxury. Many residents already pay for parking, including our Council tenants, and many who rent, often on low incomes, are the ones who are least likely to have an allocated parking space for their dwelling and end up feeding meters and experiencing significant inconvenience as a result.

I propose that the evening charges on-street are only introduced when there are alternatives available for residents permits, to introduce the charges with no alternative for residents would not be in my mind a fair way to implement this change. Visitors and businesses do have alternatives, including public transport, car-sharing, taxis, cycling and varying the times they travel.

The off-street TRO does mention some options for residents permits (£150 and £750) all in off-street designated car parks. I welcome the introduction of this option, but would recommend that further options are considered for residents to apply for and pay for that are more likely to be taken up -for example an evening and weekends permit on-street (i.e. being able to park near where residents live rather than in a multi storey carpark) which is priced at a 'reasonable' rate, perhaps £250? Another issue that a resident has raised with me is personal safety particularly for women on their own, who return from work and need to park then walk to their home.

I understand the First Controlled Zone is the whole of the city centre, which extends into areas with very little activity in terms of retail or night time economy. I would like to suggest that the Crosshouse Hard carpark which is only used by amateur rowing and sailing clubs, usually in the early evening is exempted from this extra charge. I would also suggest that the evening charge on Sunday is waived, purely based on the lack of people in the city centre at this time, as all the main retail centres close at 5pm. This will only penalise residents who live in the city centre.