

CABINET – 1 OCTOBER 2003

PROPOSED AMENDMENTS TO THE DISTRICT OF NEW FOREST (OFF-STREET PARKING PLACES) ORDER

1. INTRODUCTION

- 1.1 # A report considered by the Economy and Planning Review Panel is attached at Appendix A to this report. In accordance with the Council resolution attached at Appendix 1 to Appendix A, the Panel considered consultants' recommendations together with comments from Town and Parish Councils and officers concerning the management of the Council's car parks. The Panel's recommendations are set out in section 7 below for the Cabinet's consideration.

2. ENVIRONMENTAL IMPLICATIONS

- 2.1 The better management of the Council's off-street car parks will make better use of existing facilities providing more parking opportunities for motorists and thus reducing the pressure to use more valuable town centre land for car parking and negating the need for motorists to park on-street. The recommendations in this report are a building block in implementing wider traffic management measures to assist in meeting the Highway Authorities' targets for reducing the growth in traffic movements.

3. CRIME AND DISORDER IMPLICATIONS

- 3.1 The introduction of the "parking clock" system, and pay and display ticket machines, will result in increased patrolling of car parks. This should be of assistance in preventing crime and reducing the fear of crime in the Council's car parks.

4. FINANCIAL IMPLICATIONS

- 4.1 Over a full financial year the measures set out in this report will make a positive contribution towards the revenue of the Council. The financial implications for this financial year have previously been reported to and agreed by Council.

5. PORTFOLIO HOLDER COMMENTS

- 5.1 The Portfolio Holder is of the view that the Cabinet will be accepting most of the Review Panel's amendments to the consultants' recommendations, and thanks the Panel for their contribution in considering the subject in such detail.

6. CONCLUSION

- 6.1 The Council resolution of 24 February 2003 relating to car park charging and the introduction of a clock system has been fulfilled, and the Economy and Planning Review Panel have considered the consultants' recommendations alongside the views of Town and Parish Councils. The Panel's recommendations form a sound administrative and financial structure for the better management of the Council's off street car parks which will provide a base for further traffic management measures in the future, particularly the introduction of decriminalised parking.

7. RECOMMENDATIONS OF THE ECONOMY AND PLANNING REVIEW PANEL

- 7.1 The recommendations from the Panel meeting on 17 September 2003 are as follows:

(a) Parking Clocks (pages 1-2 of Panel report):

- (i) That the draft parking Order reflect the general principles of the clock scheme as set out in paragraph 2.1 of the report to the Panel;
- (ii) That parking clocks be distributed in such a way as to make them readily available with particular emphasis on availability to residents, and that consideration be given to distributing them more widely than through the Council's offices, for example through Visitor Information Centres and retail outlets where this can be achieved at little or no extra cost to the Council; and
- (iii) That six months after the clock scheme has been in operation a review be undertaken and the results of the review reported to the Economy and Planning Review Panel.

Recommendations concerning individual towns and villages:

(b) Beaulieu (pages 3-4 of Panel report):

- (i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Village Centre – long stay	20 hours	Monday to Sunday March to October Monday to Saturday November to February	30p per hour up to £2.00 for 7 hours and over

and

- (ii) That waiting restrictions remain the same as at present with a review approximately 12 months after charging has been in place.

(c) Brockenhurst (pages 4-5 of Panel report)

That the draft parking Order:

- (i) reflect the views of the Parish Council retaining the existing waiting restrictions; and
- (ii) reflect the following tariff:

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Village Centre – long stay	8 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours or over
Village Centre – short stay	4 hours	Monday to Saturday	30p per hour up to £1.20 for 4 hours

(d) Burley (pages 5-6 of Panel report)

That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Village Centre – long stay	20 hours	Monday to Sunday March to October Monday to Saturday November to February	50p per hour up to £3.00 for 6 hours and over

(e) Fordingbridge (pages 6-8 of Panel report)

- (i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Town Centre – short stay	3 hours	Monday to Saturday	50p per hour up to £1.50 for 3 hours
Town Centre – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
A338 Slip Road – long stay	20 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours and over

- (ii) That the changes in the ratio of long and short stay spaces recommended by the Consultant be considered when improvements to the A338 Car Park are completed or within a year of the introduction of charges whichever is the sooner; and
- (iii) That the question of whether the town centre car park short stay waiting limit be reduced from 3 to 2 hours, as recommended by the consultant, be addressed after consultations have been undertaken with the Avonway Community Centre on how this would impact on people attending classes at the Centre.

(f) Hythe (pages 8-11 of Panel report)

- (i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Jones Lane – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Jones Lane – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
New Road – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
New Road - long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
St John Street – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over

and

- (ii) That additional short stay spaces, at the expense of long stay spaces, be created in the New Road and Jones Lane car parks when amendments to the market site layout, allowing for some parking on the site on market days, have been implemented.

(g) Lymington (pages 11-13 of Panel report)

(i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Barfields – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Cannon Street East – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Cannon Street East – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Cannon Street West – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Emsworth Road – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Gosport Street – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Southampton Road - short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
St Thomas Street – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
St Thomas Street – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Town Hall – long stay (open weekends and bank holidays only)	20 hours	Saturday	50p per hour up to £3.00 for 6 hours and over

(ii) That Gosport Street car park change its status from an amenity car park to a town car park; and

(iii) That after the clock system and charges have been in operation for 12 months the waiting restrictions in St Thomas Street Car Park Lymington be reviewed.

(h) Lyndhurst (pages 13-14 of Panel report)

(i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Town Centre – short stay	2 hours	Monday to Sunday March to October Monday to Saturday November to February	50p for 1 hour £1.00 for 2 hours
Town Centre – long stay	20 hours	Monday to Sunday March to October Monday to Saturday November to February	50p per hour up to £3.00 for 6 hours and over

- (ii) That the draft parking Order confirms the 2 hour short stay waiting restriction applies on Sundays and Bank Holidays when charges apply on those days;

and

- (iii) That approximately 12 months after charges have been in place the ratio of long and short stay bays be reviewed.

(i) Milford-on-Sea (pages 15-16 of Panel report)

- (i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Sea Road – long stay	20 hours	Monday to Sunday March to October Monday to Saturday November to February	50p per hour up to £5.00 for 10 hours and over

and

- (ii) That approximately 12 months after charges have been in place the ratio of long/short and disabled bays be reviewed.

(j) New Milton (pages 16-18 of Panel report)

(i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Crossmead Avenue – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Elm Avenue – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Elm Avenue – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Osborne Road – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Osborne Road – long stay	6 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours
Spencer Road North – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Spencer Road South - short stay	2 hours	Monday to Saturday	50p per hour £1.00p for 2 hours

(ii) That 12 months after charges and the clock system have been introduced the long/short stay ratio of spaces in Elm Avenue and Osborne Road Car Parks be reviewed; and

(iii) That officers enter into discussion with the appropriate Railway Company concerning better utilisation of the Station Car Park.

(k) Ringwood (pages 18-20 of Panel report)

(i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Blynkbonnie – short stay	3 hours	Monday to Saturday	50p for 1 hour up to £1.50 for 3 hours
Blynkbonnie – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Furlong – short stay	3 hours	Monday to Saturday	50p for 1 hour up to £1.50 for 3 hours
Furlong – long stay (two areas)	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Furlong - long stay lorry park)	20 hours	Monday to Saturday 0800 to 1800	50p per hour up to £3.00 for 6 hours and over

- (ii) That the problems of commuter parking in the Furlong car park Ringwood be urgently addressed.

(l) Totton (pages 20-22 of Panel report)

- (i) That the draft parking Order reflect the following tariff:

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Elingfield – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
** Winsor Road – short stay	4 hours	Monday to Saturday	50p for per hour up to £2.00 for 4 hours

** Due to an omission reference to the small long stay area at Winsor Road was not included in the report to the Panel. Officers recommend that a charge of 50 per hour up to a maximum of £3.00 for 6 hours or over be imposed, the same as for the adjacent Elingfield car park.

- (ii) That charges not apply in Westfield, Rumbridge Street and Civic Centre car parks; and
- (iii) That the waiting restrictions in Elingfield and Winsor Road be reviewed 12 months after the introduction of charges, together with the question of charging in Westfield, Rumbridge Street and Civic Centre car parks.

(m) Holders of disabled parking badges (page 23 of Panel report)

That the draft parking Order allows those holding a valid Blue Disabled Parking Badge issued by the correct authority to park free of charge.

(n) Heavy goods vehicles and coaches (page 23 of Panel report)

That the draft parking Order reflect that lorries and coaches using designated bays do so free of charge.

(o) Overstay charges in long stay car parks (page 24 of Panel report)

That the draft parking Order includes the provision for fixed charge notices for overstaying waiting restrictions to be issued in both long and short stay town and village car parks.

(p) Hours during which short stay restrictions apply (page 24 of Panel report)

That the draft parking Order provide that the hours during which waiting is limited to a maximum period in short stay car parks be amended from 8.00 a.m to 5.30 p.m to 8.00 a.m to 6.00 p.m

(q) Legal references and payment methods (page 24 of Panel report)

That all legislative references and methods of payments are brought up to date in the draft parking Order.

8. RECOMMENDATION:

- 8.1 That the recommendations of the Economy and Planning Review Panel set out at (a) to (q) above be approved; and
- 8.2 That officers be authorised to take the appropriate steps laid down in the Local Authorities' Traffic Orders (Procedure) Regulations to advertise amendments to the District of New Forest (Off-Street Parking Places) Order to implement these recommendations, to initiate charging from 2 January 2004.

Further information

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Background papers

Report on Parking Surveys
by RTA Associates Ltd
June 2003 and responses to
consultation thereon

ECONOMY AND PLANNING REVIEW PANEL - 17 SEPTEMBER 2003

CONSIDERATION OF CHANGES TO MANAGEMENT OF OFF-STREET CAR PARKS

1. INTRODUCTION

1.1 This report is presented in accordance with Resolutions A, B and C of full Council on the 24 February 2003. The resolution is set out in Appendix 1. In order to put into practice the Council resolution it is necessary to amend the Council's Off-Street Parking Order. This is a legal process requiring the publication of a draft order. The actual order cannot be made until comments/objections to the draft order have been considered. The County Council, as Highway Authority, have also to agree the order. This report sets out Consultant's recommendations concerning the Management of the Council's Off-Street Car Parks together with Parish/Town Councils' comments concerning the recommendations. The report also sets out matters which the Panel may wish to consider and recommendations concerning the Panel's comments to Cabinet.

1.2 **Resolution A - Council 24 February 2003**

Discussions with the County Council and Forestry Commission are ongoing. The bulk of the consultations and planning/research concerning the decriminalisation of parking will be undertaken after implementation of Resolutions B and C.

1.3 **Resolutions B and C - Council 24 February 2003**

Consultants were commissioned to undertake surveys and make recommendations concerning the Management of Council Car Parks within the guidelines set out by Council.

All Parish Councils were given the opportunity to see a copy of the Leader's Statement, Council resolutions together with a copy of the Consultant's report. A total of 14 Town/Parish Councils responded.

The Consultant's conclusions and recommendations together with the Town/Parish Councils' responses are set out in subsequent sections of this report.

2. THE CLOCK SYSTEM

2.1 **General Description**

- Parking Clocks will be available to motorists for a set-fee charge of £5 for the period 1 January to 31 December (or part thereof).
- The clock will exempt motorists from any further payment but will place a duty on them to set the clock at the time of arrival in the car park.
- The clock will allow the car park to be patrolled to enforce waiting regulations and provide residents, and those who work in our towns, a convenient and economic method of parking.

- The clock will be valid in all "Town" charged car parks.
- Motorists must set it at the time of arrival and display the clock in the prescribed manner.
- Any violations of the regulations concerning use of the clock, for example exceeding the waiting limit, not correctly setting the clock or resetting it after the initial arrival in the car park, will result in a charge notice being issued.

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2.2 **Comments Received Concerning the "Clock" Parking System**

- Appendix 2 sets out in tabular form a summary of the comments received concerning the introduction of the Clock.
- Five Parish/Town Councils expressed overall support for the scheme and none expressed opposition to its concept.
- Most concern was raised related to the distribution of the clocks and a belief that the system could be open to abuse.
- Some felt the Permit should be free to residents.

2.3 **Consideration by the Panel**

- The clock scheme seems generally supported with concerns relating to detail.
- In order to provide a quick and cost effective distribution system, particularly to residents, Officers recommend that a central distribution system be set up. This would provide for purchase and payment of Clocks via the Web, by telephone and by Post. Local Offices would be able to deal with a limited number of personal callers. Setting up distribution points through local retail outlets has many financial, administrative/audit and cost implications. Audit staff would need to be employed to check on procedures/returns, a distribution system set up and outlets would require a commission to be paid. This would be costly and absorb a lot of staff time. A central distribution system would ensure all requests for clocks were met quickly and keep costs to a reasonable level. Given that the clock scheme is aimed at residents, a central distribution system with out of hours facilities would be convenient to use.
- The regulations concerning use of the clocks will be carefully written to try and reduce misuse of the Clock system. In order to judge the effectiveness of this, compliance with the regulations should be monitored and changes recommended if necessary.

2.4 **Recommendations**

That the Panel recommend to Cabinet:

- ***That the draft Parking Order reflect the general principles of the Clock scheme as set out in 2.1 above.***
- ***Clocks be distributed in such a way as to make them readily available with particular emphasis on availability to residents.***
- ***Six months after the clock scheme has been in operation a review is undertaken and the results of the review reported to this Panel.***

3. RECOMMENDATIONS AND COMMENTS CONCERNING INDIVIDUAL TOWNS

3.1 BEAULIEU

3.1.1 Consultant's Conclusions and Recommendations

Consultant's Conclusions

- The car park can obviously support the local village centre on an average day but will struggle to cope during the tourist season.
- The introduction of charges with local residents having the benefit of a time clock will benefit the local community.
- There is an opportunity to consider the car park as an amenity facility on Sundays when tourist activity may benefit from turnover.
- A 30p hourly rate is recommended to reduce the potential for drivers electing to park on-street rather than pay a 50p rate.

Objectives:

- To ensure that local people have good access to the car park facility.
- To cater for the tourist demand on Sundays.

Recommendations:

- Consider introducing a time limit of say 3 hours to ensure turnover.
- Charge on Sundays.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Village Centre – long stay	20 hours	Monday to Sunday March to October Monday to Saturday November to February	30p per hour up to £2.00 for 7 hours and over

3.1.2 Comments Received

The Parish Council would prefer there to be no charging and are mindful of the need to preserve local shops. The Parish also feel that charging may not be an economic proposition. Although not set out in the letter from the Parish the Chairman of the Parish Council has expressed concern about the Consultant's recommendation to place a 3 hour waiting limit. This is because the car park is the only Council off-street facility in the village and the time limit may push those who work in the village onto the areas of the highway currently used by short stay visitor parking. This could be detrimental to local shops and businesses.

3.1.3 Consideration by the Panel

- The tariff structure has been devised to take into account the particular circumstances of Beaulieu.
- The panel may wish to consider whether a 3 hour waiting limit is appropriate given that this is the only car park in the village and serves those who work in the village as well as those using the Community Centre. Officers believe that at this stage it would be best to leave waiting restrictions as at present (max 20 hours) reviewing the position in a year's time.

3.1.4 Recommendations

That the Panel recommend to Cabinet:

- *That the draft traffic order reflect the tariff set out in 3.1.1 above.*
- *That waiting restrictions remain the same as at present with a review approximately 12 months after charging has been in place.*

3.2 BROCKENHURST

3.2.1 Consultant's Conclusions and Recommendation

Conclusions

- The parking facilities were under strain at the time of the survey but the results indicate a sluggish turnover in the short stay area. This could be improved with a shorter time limit and better enforcement.
- There is a need to ensure that the turnover is improved to ensure that there is space for the shopper throughout the day.
- A tariff based on 30p per hour is recommended in acknowledgement of local conditions, i.e. the village acting as a focus for local traffic rather than a semi regional centre.

Objective:

To ensure turnover in the car park.

Recommendation:

Review the operation of the car park when the construction of the new public conveniences have been completed, along with the on-street situation and reassess the split of long to short stay spaces when it is fully operational.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Village Centre – long stay	20 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours and over
Village Centre – short stay	2 hours	Monday to Saturday	30p for 1 hour 60p for 2 hours

3.2.2 Comments Received

The Parish Council wish to retain the existing time limits ie 8 hour time limit on the long stay and 4 hours on short stay. The Parish feel that this combination of restrictions works at the moment, providing reasonable parking times for those visiting the village, at the same time as discouraging those using the nearby station.

3.2.3 Consideration by the Panel

The existing waiting restrictions work and combined with charges, and the clock system, should provide an effective management system in the Brockenhurst Car Park. Retaining the existing waiting restrictions will mean that the tariff periods recommended by the Consultant will require minor adjustments.

3.2.4 Recommendation

That the Panel recommend to Cabinet:

That the draft parking order reflects the views of the Parish Council retaining the existing waiting restrictions. This will require the following tariff to be applied.

Proposed Tariff Structure

<i>Car park</i>	<i>Time limit</i>	<i>Days of the week</i>	<i>Charges – 8.00am to 6.00pm</i>
<i>Village Centre – long stay</i>	<i>8 hours</i>	<i>Monday to Saturday</i>	<i>30p per hour up to £2.00 for 8 hours.</i>
<i>Village Centre – short stay</i>	<i>4 hours</i>	<i>Monday to Saturday</i>	<i>30p per hour up £1.20 for 4 hours.</i>

3.3 BURLEY

3.3.1 Consultant's Conclusions and Recommendations

Conclusions

- The single car park is known to be insufficient to meet peak demand and may require more management input which has a cost.

- The turnover experienced in the survey and the predominance of short stay parking leads to the probability of a time limit being able to assist.
- However, the initial introduction of charges will generate turnover and ensure that the user (predominantly the tourist) pays. Charging is the recommended first step.

Objective:

To generate turnover for the benefit of the user.

Recommendations:

- Introduce charges to enforce the time limit.
- Charges should apply on Sundays when the demand could be greatest.
- Consider introducing a time limit in the car park.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Village Centre – long stay	20 hours	Monday to Sunday	50p per hour up to £3.00 for 6 hours and over

3.3.2 Comments Received

None.

Recommendation

That the Panel recommend to Cabinet:

That the draft parking order reflects the tariff recommendations set out in section 3.3.1 above, but with charging applying Monday to Sunday from March to October, and Monday to Saturday from November to February.

3.4 FORDINGBRIDGE

3.4.1 Consultant’s Conclusions and Recommendations

Conclusions

- People appear to prefer to park in the town centre rather than at the Slip Road with the longer walk. Better use of the Slip Road car park for long stay parking should improve access to the town overall.
- The long period of high capacity in both sections of the town centre car park could lead to displacement of vehicles to other areas.

- Consideration could be given to reducing the high occupancy by changing the time limit or better enforcement of the time limit.

Objectives:

- To increase the turnover of vehicles in the central car park for the benefit of the town centre and its visitors and shoppers.
- Tempt drivers out of the town centre into the A338 Slip Road car park.

Recommendations:

- Increase the size of the short stay car park by re-allocating some long stay spaces in the central car park. Displaced long stay parkers could use the Slip Road car park.
- Reduce the time limit from 3 to 2 hours in the short stay car park.
- Introduce differential pricing in the respective car parks with the Slip Road facility having the lower tariff.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Town Centre – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Town Centre – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
A338 Slip Road – long stay	20 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours and over

3.4.2 Comments Received

None

Consideration by the Panel

- The tariff recommended for Fordingbridge reflects the need to make better use of the A338 car park.
- There are longstanding problems with managing off-street car parks in Fordingbridge, to a great extent caused by numerous and ongoing delays in the refurbishment and improvement of the A338 Slip Road car park. These have been caused by planning, highways and land ownership problems. This has meant that the car park has a poor environment and is unattractive to users.
- Given this, it is perhaps best to wait until the A338 car park is upgraded before amending regulations reducing long stay parking in the central car park.

- The introduction of differential charging between the town centre car park and the less attractive A338 car park is likely to encourage a voluntary shift of some long stay parking to the A338 car park.

3.4.3 Recommendations

That the Panel recommend to Cabinet:

- ***That the Draft Parking Order include the charging structure set out in 3.4.1 above.***
- ***That the changes in the ratio of long and short stay spaces recommended by the Consultant be considered when improvements to the A338 Car Park are completed or within a year of the introduction of charges whichever is the sooner.***
- ***That the short stay waiting limit be reduced from 3 to 2 hours as recommended by the Consultant.***

3.5 HYTHE

3.5.1 Consultant's Conclusions and Recommendations

Conclusions

- The level of provision and the balance of short stay to long stay appears to work but maximum occupancy levels are close to saturation in the middle of the day.
- Consideration should be given to finding out what happens during market days when St John's Street car park is unavailable. Where do the vehicles go? This may assist when addressing the management of existing spaces.
- There is a heavy provision for people (probably largely residents of the District) travelling to Southampton by ferry.
- Residents of Hythe do not receive the full benefit of the investment in car parks.
- Benefits accrue to the District and County Councils in reduced parking in the streets of Hythe and reduced road traffic at Redbridge causeway.
- The operators of the Hythe Ferry will have a view on any charging policy.

Objectives:

- It is necessary to reinstate the role of the parking facilities in Hythe and the opportunity cost of the decision, i.e. does the regional benefit outweigh the possible benefit to the local community?
- To accommodate the mid-day short stay demand more confidently.
- To encourage displacement to St John's Street.

Recommendations:

- Consider converting some long stay spaces in New Road car park to short stay. This can be achieved by virtue of the fact that the long stay spaces are not filled until 11:00am and any displaced parking can be accommodated (except on market days) at St Johns Street.
- Differential pricing in St John's Street car park.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Jones Lane – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Jones Lane – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
New Road – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
New Road - long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and
St John Street – long stay	20 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours and over

3.5.2 Comments Received

Comments have been received from: Hythe and Dibden Parish Council, Hythe Centre Advisory Group, Hythe Business Partnership, Waitrose and White Horse Ferries.

Appendix 3 sets out the concerns of the Parish Council, Town Centre Advisory Group and Hythe Business Partnership.

Concerns of White Horse Ferries

Their ferry operator has 3 main concerns.

- The Car Park was provided for Ferry users.
- Charges would have a negative effect on ferry users and discourage them from using the ferry.
- St John's Street car park is some distance from the ferry and not available on Market days.

3.5.3 Consideration by the Panel

Comments have been received from the Parish Council, Town Advisory Group, Hythe Business Partnership and Waitrose.

There is no Problem to Solve

There is an assertion from the Parish Council and Advisory Group that there are no traffic management problems in Hythe. The surveys of the Car Parks demonstrate that Jones Lane and New Road Car Parks were operating at operational capacity during several hours of the day. This level of occupancy would tend to suggest that there will be many times that car parks cannot meet demand and consequently additional car trips will be undertaken in the Village as customers seek alternative spaces. The objective of the Clock scheme, charging visitors and considering the ratio of Long to Short Stay spaces is geared to creating more parking opportunities. Indeed the Business Partnership support the idea of increasing the number of short stay spaces especially in New Road and Jones Lane Car Parks as it can be frustrating to find commuters cars taking up spaces all day.

St John's Street Car Park and Increasing the Number of Long Stay Spaces to encourage its use

It would be advantageous to encourage Long Stay motorists to use the half empty St John's Street Car Park. The Consultant proposes that this can be done by differential charging and reducing the number of long stay spaces in New Road and Jones Lane Car Parks. Unfortunately at present the Tuesday Market distorts the situation by denying motorists from using any part of St John's Street Car Park. Officers are in the process of trying to resolve this by considering amending the layout of the market to provide for a viable and thriving market at the same time as providing some parking on the site.

Concerns of the Ferry Operator

A previous study (MVA) in 1996 concluded that an all day charge of £1 for parking in Hythe would not result in loss of patronage by ferry passengers. This assumed the cost of parking in Southampton to be £3 per day with the cost of peak hour ferry crossing also £3.

Today, parking in Southampton is £6 per day. If regulars make use of the Clock (£5pa) the day parking charges in Hythe will be negligible compared to the cost of parking in Southampton.

St John's Street Car Park is some 300 to 350 metres from the end of the pier, which is within expectable walking distance for long term parkers.

The Highway Authority, Hampshire County Council, do not believe the proposals set out in the Consultant's report is likely to have any detrimental effects on the operation of the Ferry.

Ratio of Long/Short Stay and St John's Street Car Park

Increasing the number of short stay spaces at the expense of long stay spaces will increase the number of parking opportunities for those wishing to visit shops in Hythe and help make better use of the St John's Street Car Park. However, progress on this will need to wait until the market has been redesigned in order to allow some parking in St John's Street on Market day. It may be possible to reduce the number of long stay spaces in Jones Lane and New Road directly in proportion to the number of spaces available in St John's Street on Market Day.

3.5.4 Recommendations

That the Panel recommend to Cabinet:

- ***That the tariff structure recommended by the Consultants in section 3.5.1 of this report be reflected in the draft parking order.***
- ***Additional short stay spaces, at the expense of long stay spaces, be created in the New Road and Jones Lane car parks Hythe when amendments to the Market Site layout, allowing for some parking on the site on Market Days, has been implemented.***

3.6 LYMINGTON

3.6.1 Consultant's Conclusions and Recommendations

Conclusions

- The car parks were largely full during the late morning period but most shoppers would have been able to park somewhere. (On-street spaces add considerably to the parking stock but were not included in the survey).
- If those abusing the time limits were controlled better, the turnover in the short stay car parks could be improved for the benefit of short stay customers.
- The charges and enforcement in Gosport Street car park do not work.
- There is little evidence of park and travel to other centres except for the coach tour pick up point.
- The car parks appear to serve the town centre well.

Objectives:

- To improve accessibility during the mid day period for short stay customers.
- To improve turnover and reduce abuse of time limits to cater for more visitors and shoppers to the commercial centre.

Recommendations:

- Improve enforcement of the regulations to increase turnover and make spaces available throughout the day.
- Determine the role that Gosport Street car park should play - there appears to be sufficient short stay demand.
- Increase the number of short stay spaces in the St Thomas Street car park, which operates in isolation to the others.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Barfields – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Cannon Street East – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Cannon Street East – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Cannon Street West – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Emsworth Road – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Gosport Street – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Southampton Road - short stay	20 hours	Monday to Saturday	30p per hour 60p for 2 hours
St Thomas Street – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
St Thomas Street – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over

3.6.2 Comments Received

The Town Council felt that consideration should be given to changing the long stay tariff structure so that:

- The minimum period that a ticket can be purchased for in long stay car parks should be 4 hours.
- A 50p charge applied between 6pm and 8am.
- Charges be levied on Sundays.
- Any loss of long stay spaces in Gosport Street Car Park be compensated for in other car parks.

3.6.3 Consideration by the Panel

- Given the Location of Gosport Street car park, adjacent to the Town Centre, it be designated as a Town Car Park which would mean it was covered by the Clock scheme. This would be of benefit to local residents and businesses.

- The general charging periods ie 8am to 6pm Monday to Saturday are generally accepted throughout the District - having "special" times in one Town may cause confusion with motorists as well as difficulties in enforcement.
- Sunday charging could be considered but it would mean having to have additional staff on duty which would alter shift patters and invariably mean more staff needed to be employed with the relevant supervisory back up.
- The Consultants recommend that consideration be given to increasing the number of short stay spaces in St Thomas Street car park and decreasing the number of long stay spaces. The Town Council have made no comment on this but the Panel may wish to consider keeping the status quo and reviewing the ratio of spaces a year after charges and the Clock system have been in operation.

3.6.4 Recommendations

That the Panel recommend to Cabinet:

- ***That the draft parking order reflect the tariff recommendations as set out in 3.6.1.***
- ***Gosport Street car park change its status from an Amenity Car Park to a Town Car Park.***
- ***That after the clock system and charges have been in operation for 12 months the waiting restrictions in St Thomas Street Car Park Lymington be reviewed.***

3.7 LYNDHURST

3.7.1 Consultant's Conclusions and Recommendations

Conclusions

- These car parks are very busy and at peak periods of the year will not be able to cope with the demands made by potential customers.
- Given the number of vehicles parked in the long stay area for short periods, the ratio of short to long stay spaces needs to be reviewed.
- Although not surveyed, the Sunday parking demand is known to be considerable. Charges will help to control the car park and create turnover.

Objectives:

- To ensure that the car parks serve the town centre in meeting the needs of shoppers and visitors.
- To improve availability of short stay spaces during the mid-day period.

Recommendations:

- Increase the number of short stay spaces by about 30 spaces to accommodate existing demand and offer better-positioned spaces, i.e. closer to the shops.
- Introduce charges seven days per week.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Town Centre – short stay	2 hours	Monday to Sunday	50p for 1 hour £1.00 for 2 hours
Town Centre – long stay	20 hours	Monday to Sunday	50p per hour up to £3.00 for 6 hours and over

3.7.2 Comments Received

The Parish Council are in Agreement with the recommendations for Lyndhurst car park but make the following observations:

- Are buses and coaches to be charged?
- Are hours of charging to be as present?
- Should Sunday charging be on a half day basis?
- Lyndhurst is a Village not a Town.

3.7.3 Consideration by the Panel

- In order to encourage Coach/Bus travel the convention has been established that no charge is made for Coaches/Buses.
- The Charging Hours are the same as the existing period that waiting restrictions apply.
- Sundays are busy in Lyndhurst Car Park throughout the year however for operational reasons it is best if charges on Sundays coincide with charging in the amenity car parks, ie March to October.

3.7.4 Recommendations

That the Panel recommend to Cabinet:

- ***That the draft parking order reflects the recommendations set out in section 3.3.1 above, but with charging applying Monday to Sunday from March to October, and Monday to Saturday from November to February.***
- ***That the draft Order confirms the 2 hour short stay waiting restriction applies on Sundays and Bank Holidays when charges apply on those days***
- ***That approximately 12 months after charges have been in place the ratio of long and short stay bays be reviewed.***

3.8 MILFORD-ON-SEA

3.8.1 Consultant's Conclusions and Recommendations

Conclusions

- The demand in excess of the supply of parking places was evident on the day and resulted in facilities being over parked. Abuse of both the car park and on-street parking could be regular.
- There is probably a significant custom of day-trippers using this car park rather than paying for parking at the nearby amenity car parks. The village may gain some commercial advantage from this parking.
- The cost of parking needs to be rationalised between the village and amenity car parks seven days per week during the summer season, 1 March to 31 October.

Objectives

- To regain control of parking in the village by ensuring a better turnover.
- To remove the benefit to drivers in providing a free facility so close to the amenity car parks.

Recommendations

- Introduce charges in the car park.
- Charge on Sundays during the summer.
- Request better enforcement of the waiting regulations in the village.
- Consider reviewing the on-street regulations in the village to see if more parking could be provided.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Sea Road – long stay	20 hours	Monday to Sunday March to October Monday to Saturday November to February	50p per hour up to £5.00 per day

3.8.2 Comments Received

The Parish have made a number of comments concerning parking generally in the village. These will be addressed but this report will confine comments to matters raised in the Consultant's report and recommendations.

- Support in general for charging in Sea Road Car Park.

- Concerned that Milford's tariffs will be amongst the highest in the District.
- While supportive of a suitable charge this should be in line with other shopping centre car parks and equitable with sea front car parks.
- Milford should not be at a disadvantage to nearby centres.
- The ratio of long/short/disabled parking is critical and will need to be reviewed once charging has been introduced.

3.8.3 Consideration by the Panel

- The charging structure of 50p per hour is in line with Lymington and New Milton the two nearest charged towns.
- The all day charge and tariff being in line with the nearby Amenity Car Parks in Hurst Road. It is important that the charges in the Village Centre Sea Road Car Park are set at a level to discourage the existing practice of those visiting the beach parking in the currently free village car park. This leaves little room for those wishing to park and use the local shops. It is important to bear in mind that New Forest residents and regular visitors are likely to have purchased an annual clock.

The introduction of the Clock System and charges via a meter will alter the pattern of usage in the Sea Road car park. Given this the ratio of long/short and disabled parking should be reviewed approximately 12 months from the time of implementation of charges.

3.8.4 Recommendations

That the Panel recommend to Cabinet:

- ***That the Draft parking order reflect the Consultant's tariff recommendations set out in 3.8.1.***
- ***That approximately 12 months after charges have been in place that the ratio of long/short and disabled bays be reviewed.***

3.9 NEW MILTON

3.9.1 Consultant's Conclusions and Recommendation

Conclusions

- The shopping centre in New Milton is well provided with parking spaces when the on-street spaces and large car parks at supermarkets are taken into account. Parking was not seen to be under significant pressure.
- The car parks are largely full, or close to full, during the late morning period which may give rise to extra journeys as drivers search for spaces.

- Measures already taken to prevent train commuter parking seem to work but the large early occupation of the Elm Avenue car park is worthy of investigation.
- Occupation of spaces in Spencer Road South car park by building workers is temporary but should be controlled.

Objective:

As in other towns, availability of space at the peak mid-day period should be improved.

Recommendation:

Consider converting some long stay spaces at Elm Street car park into short stay. The displacement can be accommodated at Crossmead Avenue.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Crossmead Avenue – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Elm Avenue – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Elm Avenue – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Osborne Road – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Osborne Road – long stay	6 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours
Spencer Road North – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Spencer Road South - short stay	2 hours	Monday to Saturday	50p per hour £1.00p for 2 hours

3.9.2 Comments Received

The Town Council expressed a number of concerns relating to parking in New Milton, these will be dealt with directly with the Town Council but the primary areas concerning comments on the Consultant's recommendations are:

- The Town Council is concerned that New Milton is under provided with off-street parking.
- While commending the objectives of the policy these objectives will only be achieved with proper enforcement.
- While understanding why Osborne Road Car Park long stay is 6 hours it would be more effective if all the Car Park was a 2 hour short stay car park.
- The Town Council believe that a 20 hour waiting limit in the Long Stay Car Parks is excessive and that this should be reduced to 10 hours.

3.9.3 Consideration by the Panel

- Enforcement of the scheme is vital for its success. This should be monitored and reviewed 12 months after the introduction of charging.
- The 6 hour waiting limit in the long stay in Osborne Road car park was introduced to accommodate those attending activities at the adjacent Community Centre at the same time as discouraging its use by those using the nearby Station. This arrangement has worked well for many years.
- A ten hour long stay parking restriction may cause considerable problems to those who live in properties in the Town with no parking facilities. Although the Council does not provide long-term residential facilities it is known that the 20 hour limit does afford considerable assistance to those who live in Town centres but have no parking of their own.
- The Town Council believe there is insufficient off-street parking in New Milton in particular there is scope for increasing the use of the Station Car Park.
- The measures recommended in this report are an attempt to make better use of existing resources. Officers will make contact with the appropriate Railway Company to discuss the management of the Station Car Park.

3.9.4 Recommendations

That the Panel recommend to Cabinet:

- ***That the Draft Parking Order reflects the tariffs recommended by the Consultants as set out in 3.9.1.***
- ***That 12 months after charges and the Clock system have been introduced the long/short stay ratio of spaces in Elm Avenue and Osborne Road Car Parks be reviewed.***
- ***That officers enter into discussion with the appropriate Railway Company concerning better utilisation of the Station Car Park.***

3.10 RINGWOOD

3.10.1 Consultant's Conclusions And Recommendations

Conclusions

- The car parks are meeting a range of objectives from park and ride to shopping parking.
- In common with other towns, the peak parking period is late morning and there must be times when the demand cannot be met.
- Some way should be sought to give preference to local workers over the extraneous parking activity. The problem is not easy to solve and may involve some form of permit system.

- The overnight lorry park is extensively used through the day by cars and they park in an uncoordinated manner. If it is considered necessary to increase the long stay parking facility some way should be sought to make better use of this space while protecting the ability of lorries to park overnight.

Objectives:

- The role of Ringwood car parks adjacent to the A31 bypass needs to be re-examined and restated in the context of town, district and county policies.
- To ease the peak mid day pressure on the short stay car park.
- To ensure that local workers have adequate access to long stay facilities.
- To improve the dual use of the lorry parking area.

Recommendations:

- Enforce the short stay areas better to encourage turnover.
- Consider reducing the time limit to 2 hours from 3 hours.
- Consider other measures to offer priority to local workers if charges do not free up sufficient spaces on a daily basis.
- Consider regulations and enforcement to achieve dual use of the lorry parking area, e.g. a formal requirement for cars to be removed by, say, 1800 hours.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges 8.00am to 6.00pm
Blynkbonnie – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Blynkbonnie – long stay	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Furlong – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours
Furlong – long stay (two areas)	20 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours and over
Furlong - long stay lorry park)	20 hours	Monday to Saturday 0800 to 1800	50p per hour up to £3.00 for 6 hours and over

3.10.2 Comments Received

- The Town Council made a number of comments, which related to on-street parking. These will be dealt with when the Council considers on-street parking under decriminalised parking.

- Time limits for Blynkbonnie Short Stay Car Park should be extended to 3 hours.
- The situation concerning the problems of the Long Stay Furlong car parking being used by commuters to Bournemouth needed to be resolved as a matter of urgency.
- Concern that the Clock will not deter long stay parking by Bournemouth commuters.

3.10.3 Consideration by the Panel

- Blynkbonnie car park does in fact already have a 3 hour time limit the same as the Furlong short stay car park.
- The problem of commuters taking up a disproportionate amount of parking in the Furlong Car Park Ringwood is a serious one and not easily resolved. The Clock system and charging may have a limited effect but NFDC Officers, with the Town Council, need to continue to try and find a resolution to this problem.

3.10.4 Recommendations

That the Panel recommend to Cabinet:

- ***That the Consultant's recommendations concerning Tariffs as set out in 3.10.1 above be reflected in the draft Parking Order except that there be a 3 hour charge in Blynkbonnie Car Park.***
- ***That the problems of commuter parking in the Furlong car park Ringwood be urgently addressed.***
- ***That the Consultant's recommendations concerning reducing the waiting period in The Furlong short stay car park from 3 to 2 hours be included in the Draft Parking Order.***

3.11 TOTTON

3.11.1 Consultant's Conclusions And Recommendations

Conclusions

- Parking in Totton is under pressure where there is high demand from commuters. This occurs mainly near the railway station and in the short stay car park where the time limit may not be appropriate.
- Elsewhere, the facilities cope well with demand. Consequently a 30p per hour charge is recommended at the Civic Centre and Westfield car parks where demand is lowest.
- At the Civic Centre, to introduce charges without similar action by the Town Council could lead to a major change in the parking patterns. However, as residents will have access to time clocks the inconvenience should be small.

Objectives:

- To maintain the turnover of spaces in the Civic Offices area.
- To rationalise the pressure in the Old Totton area and encourage commuter parking in Rumbridge Street car park.

Recommendations:

- Support travel by train at Elingfield car park but not by commuters. A 6 hour limit (as at Osborne Road car park in New Milton) could be productive and still allow train usage off peak.
- Remove the long stay spaces at Winsor Road car park to improve opportunities for short stay visits.
- Reduce the time limit in the Winsor Road short stay car park to 2 hours.
- Introduce the lower charge level in Rumbridge Street car park to encourage use.
- Provide better enforcement to improve the image of the car parks and improve turnover in the short stay areas.
- Sign the Rumbridge Street car park from the station area.

Proposed Tariff Structure

Car park	Time limit	Days of the week	Charges – 8.00am to 6.00pm
Civic Centre – long stay	20 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours and over
Westfield – long stay	20 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours and over
Elingfield – long stay	6 hours	Monday to Saturday	50p per hour up to £3.00 for 6 hours
Rumbridge Street – long stay	20 hours	Monday to Saturday	30p per hour up to £2.00 for 7 hours and over
Winsor Road – short stay	2 hours	Monday to Saturday	50p for 1 hour £1.00 for 2 hours

3.11.2 Comments Received

Totton and Eling Town Council do not believe there is justification for charging in car parks in Totton and Eling on the basis of meeting traffic management objectives.

The Town Council believe the District Council has failed to:

- Properly consider the proposals in the context of overall parking availability in the Commercial Centre.
- Have regard to adopted Supplementary Planning Guidance for Totton Town Centre.

- Have regard to the need to maintain and support the continuing operation of the Totton Wednesday Market.
- Recognise the marginal shopping structure of the Town.

The Town Council specifically believe that No Charge should be applied in:

- Rumbridge Street
- Civic Centre
- Westfield

The Town Council acknowledge that circumstances may differ for Elingfield and Winsor Road Car Parks but believe the proposed charging scheme has not been adequately justified.

Because of the extensive concerns raised by Totton Town Council officers of the two Councils have met to discuss the issues, the recommendations for Totton are influenced by the matters raised by the Town Council and Officers discussions.

3.11.3 Consideration by the Panel

Discussions have taken place between officers of both Councils and as a result it is suggested that the Panel may wish to consider the following:

- Totton's Centre is divided by the railway line. The area to the south of the line contains the Rumbridge, Elingfield, and Winsor Road Car Parks. The introduction of charges and the Clock System will help manage the problems of commuters dominating the use of Elingfield and Winsor Road Long Stay Parking spaces. Given the need to encourage the use of Rumbridge St Car Park the Panel may wish to consider not charging in this less attractive car park in order to encourage its use.
- The area to the north of the railway line contains the main shopping area and the Civic Centre and Westfield Road car parks are contained within this area. Of the two car parks it is only the Civic Centre Car Park which is used extensively, even on market days the Westfield Car Park never becomes full. Given this the Panel may wish to consider charging in the Civic Centre Car Park but not the underused Westfield.

3.11.4 Recommendations

That the Panel recommend to Cabinet:

- ***That the charges as set out in 3.11.1 above concerning Winsor Road, Elingfield and the Civic Centre only be reflected in the draft Parking Order.***
- ***That the waiting restrictions in Elingfield and Winsor Road be reviewed 12 months after the introduction of charges together with charging in Westfield and Rumbridge Car Parks.***

4. **NON SPECIFIC REPRESENTATIONS**

4.1 Representations were received from:

- Ashurst and Colbury Parish Council
- Whitsbury Parish Council
- Breamore Parish Council
- Woodgreen Parish Council

The majority of the non-specific comments are covered by the section in this report dealing with the Clock scheme, other comments covered the following topics.

- The scheme should not encourage parking on forest verges or adjacent streets.
- Charges should be uniform throughout the District.

5. **CHARGING FOR THOSE WHO HOLD A BLUE DISABLED PARKING BADGE**

5.1 **Consideration by the Panel**

It is recommended that holders of the Blue Badge be allowed to park free of charge in the Council's amenity Car Parks and Town Car Parks. The vast majority of Councils allow free parking to holders of the badge and the policy does reduce the problems of access to ticket machines. This Policy also avoids possible confusion concerning the Council's Clock Parking Scheme and the "clocks" issued to holders of the Blue disabled parking badge.

5.2 **Recommendation**

That the Panel recommend to Cabinet:

That the Draft Parking Order allows those holding a Valid Blue Disabled Parking Badge issued by the correct authority to park free of charge.

6. **HEAVY GOODS VEHICLES AND COACHES**

6.1 **Consideration by Panel**

By convention designated coach and lorry bays have not been charged, the thinking behind this being the wish to encourage their use and discourage large vehicles parking in residential roads. Designated coach parking bays can be found in Lyndhurst and Burley Car Parks and designated lorry bays in Ringwood, Totton (Rumbridge), and Hythe (New Road) Car Parks.

6.2 **Recommendation.**

That the Panel recommend to Cabinet:

That the draft parking order reflect that lorries and coaches using designated bays do so free of charge.

7. FIXED CHARGE NOTICES FOR OVERSTAYING: ANOMALY IN DRAFTING PREVIOUS PARKING ORDER

7.1 The parking order as presently drafted only provides for fixed charged notices to be issued in short stay car parks. This causes problems when trying to enforce the regulations concerning waiting restrictions in long stay car parks (normally 20 hours). Enabling Wardens to issue fixed charge notices in long and short stay car parks will increase the effectiveness of Car Park Wardens.

7.2 Recommendation

That the Panel recommend to Cabinet:

That the Draft Parking Order includes the provision for fixed charge notices for overstaying waiting restrictions to be issued in both long and short stay town and village car parks.

8. HOURS DURING WHICH SHORT STAY WAITING RESTRICTIONS APPLY

8.1 At present, short stay restrictions apply from 8.00 a.m to 5.30 p.m. It is proposed to amend the finishing time to 6.00 p.m to bring the hours into line with charging hours, and make them “whole numbers” of hours.

8.2 Recommendation

That the Panel recommend to Cabinet:

That the hours during which waiting is limited to a maximum period in short stay car parks be amended from 8.00 a.m to 5.30 p.m to 8.00 a.m to 6.00 p.m

9. LEGAL REFERENCES AND PAYMENT METHODS SET OUT IN THE EXISTING PARKING ORDER

9.1 It is some time since the Council's Parking Order was last amended. This has meant that a number of legal references to legislation and methods of payment are out of date. An example of this being that payment by credit/debit card is not listed as an acceptable method of payment for excess charges/overstay notices. The present Order Amendment process gives an opportunity to bring legal references and methods of payment up to date.

9.2 Recommendation

That the Panel recommend to Cabinet:

That all legislative references and methods of payments are brought up to date in the Draft Amendment Order.

10. ENVIRONMENTAL IMPLICATIONS

- 10.1 The better management of the Council's off-street car parks will make better use of existing facilities providing more parking opportunities for motorists and thus reducing the pressure to use more valuable town centre land for car parking and negating the need for motorists to park on-street. The recommendations in this report are a building block in implementing wider traffic management measures to assist in meeting the Highway Authorities' targets for reducing the growth in traffic movements.

11. CRIME AND DISORDER IMPLICATIONS

- 11.1 The introduction of the Clock system, pay and display ticket machines, will result in increased patrolling of car parks. This should be of assistance in preventing crime and reducing the fear of crime in the Council's car parks.

12. FINANCIAL IMPLICATIONS

- 12.1 Over a full financial year the measures authorised in this report will make a positive contribution towards the revenue of the Council.

13. CONCLUSION

- 13.1 The report sets recommendations for the draft Parking Order. Thirteen of the 37 Parish Councils forwarded formal comments, which could be interpreted as an indication that the recommendations are in fact not particularly contentious. In particular the Clock scheme appears to be generally welcomed. The individual concerns of Parish/Town Councils have been considered in this report and as far as possible reflected in the individual recommendations for each Town.

14. GENERAL RECOMMENDATION

- 14.1 ***That the Panel recommend to Cabinet:***

That the Cabinet authorise officers to take the appropriate steps laid down in the Local Authorities Traffic Orders (Procedure) Regulations to advertise amendments to the District Of New Forest (Off-Street) Parking Places Order to implement the recommendations set out in this report, to initiate charging from 2 January 2004.

**COUNCIL RESOLUTION CONCERNING CAR PARK CHARGING AND CLOCKS
- 24 FEBRUARY 2003**

RESOLVED:

- (a) That officers be requested to:
 - (i) begin discussions with Hampshire County Council and the Police on the decriminalisation of on-street parking and undertaking local enforcement, and take appropriate steps to pursue this matter subject to reference back of details;
 - (ii) hold discussions with the Forestry Commission, the County Council and other relevant organisations on car parking issues to enable liaison between the Commission and the Council on car parking issues;
- (b) That a scheme for parking in Council owned car parks (based on a clock system charged at £5 per annum including the option of meter charging at a rate equivalent to approximately £0.50p per hour) be introduced following full consultation with Town and Parish Councils; and
- (c) That the Economy & Planning Review Panel be requested to consider the details of a future scheme for traffic management, for subsequent recommendation to the Cabinet, and Council if appropriate.

ORGANISATION	Overall Agreement	Free to Residents	No Specific Comments on Clock System	Clock Available via Local shops	Easy To Use	Confusing For Elderly	Open To Abuse/only For Residents	Must be Properly Enforced
Beaulieu Parish Council			✓					
Breamore Parish Council		✓						
Hale Parish Council	✓						✓	
Hythe Business Partnership	✓			✓				
Hordle Parish Council						✓	✓	
Hythe Centre Advisory Group		✓						
Hythe & Dibden Parish Council				✓				
Lymington & Pennington Town Council				✓				
Lyndhurst PC	✓							
Milford-on-Sea Parish Council		✓						
New Milton Town Council	✓							
Totton & Eling Town Council			✓					
Waitrose, Hythe Ringwood TC			✓	✓	✓			
Woodgreen P C	✓			✓			✓	
Total	5	3	3	5	1	1	3	

COMMENTS FROM THE HYTHE & DIBDEN PARISH COUNCIL, TOWN CENTRE ADVISORY GROUP, HYTHE BUSINESS PARTNERSHIP AND WAITROSE

COMMENTS	PARISH COUNCIL	TOWN CENTRE ADVISORY GROUP	HYTHE BUSINESS PARTNERSHIP	WAITROSE
No traffic problems.	✓	✓		
Not tailored to Hythe.	✓			
Market days a problem.	✓	✓	✓	
Free to residents.	✓			
Hythe has little free road parking.	✓		✓	
Should be more short stay spaces.	✓	✓	✓	✓
How will it be known that at St John's Street car parking is cheaper?	✓			
Impact on traffic if St John's Street car park is used more.	✓	✓		
Problems of non availability of St John's Street car park on Tuesdays.	✓			✓
Why no charging Sundays and evenings?	✓			
Problems caused by private parking areas.	✓			
Viability of Hythe Ferry.	✓			
Car park charges necessity for modern traffic management.	✓			
Short stay spaces should be near centre of village.	✓			✓
Impact on private parking areas.	✓		✓	✓