



CABINET - 13 NOVEMBER 2003

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

1. INTRODUCTION

At its meeting on 1 October 2003, after considering the views of the Economy and Planning Panel, the Cabinet resolved to publish a Draft Parking Order. The Order was published in the local press and in all the car parks affected during week commencing 6th October 2003. The period for comment closed on Wednesday 29 October 2003. # Appendix 1 of this report sets out the main details of the proposals. The appendix does not set out some of the technical proposals, which have not been commented upon. This report provides an analysis of the representations received and makes recommendations for Cabinet to consider.

2. COMMENTS

2.1 Statutory Consultees

2.1.1 The Highway Authority.

Hampshire County Council, as Highway Authority, must give their consent to the Order. Officers of the Council have been in discussion with their counterparts in the County. The County will formally consider the proposals at the Executive Members for Spatial Strategy meeting on the 11 December 2003. Officers will report the results of the meeting orally.

2.1.2 Emergency Services and Representatives of the Haulage Industry.

No Comments received.

2.2 Other Representations Received.

2.2.1 Town and Parish Councils

All Town and Parish Councils and Chambers of Trade were sent copies of the Draft Order. Their comments and consideration of them are set out in Appendix 2.

2.3 Consideration of Comments.

Comments were received from two Parish Councils, these appear to be specific to the geographical area served by the Parish Councils concerned and are set out in Appendix 2.

2.4 General Comments.

These are set out in Appendix 3. The comments range from those concerning a specific locality, to general principles.

2.5 Copies of full representations are available in the Members Room.

3. ENVIRONMENTAL IMPLICATIONS

3.1 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.

4. CRIME AND DISORDER IMPLICATIONS

4.1 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.

5. FINANCIAL IMPLICATIONS

5.1 Over a full financial year the measures authorised 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 and agreed by Cabinet.

6. RECOMMENDATION:

- 6.1 That the Cabinet give due consideration to the objections and representations received following publication of the draft amendments to the Council's Off-Street Parking Places Order;
- 6.2 That, having considered the objections and representations, the Cabinet considers whether it wishes to make any modifications to the proposals as advertised;
- 6.3 That, subject to consent being received from Hampshire County Council and to any modifications Cabinet may decide to make, the District of New Forest (Off-Street Parking Places) (Amendment) Order 2003 be made with effect from 2 January 2004, to implement the proposals as advertised.

Further Information:

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Background Papers:

Published Documents and responses to consultation.

**SUMMARY OF PROPOSALS FOR CAR PARK CHARGES, AS ADVERTISED
FOLLOWING CABINET MEETING ON 1 OCTOBER 2003**

Proposed implementation date : 2 January 2004

Vehicles correctly displaying a “parking clock” issued by the Council (cost £5 per year or part thereof) are exempt from the charge.

Proposed charges for those not displaying a parking clock and paying at the meter – as set out in the table below:

Charging period 8.00 a.m to 6.00 pm.

Charges apply Monday to Saturday inclusive (not public holidays) in all car parks listed below except Beaulieu, Burley, Lyndhurst and Milford-on-Sea

In Beaulieu, Burley, Lyndhurst and Milford-on-Sea, charges apply Monday to Saturday inclusive (not public holidays) from 1 November to 28/29 February, and 7 days a week from 1 March to 31 October

Charges “per hour” mean charges for each complete hour or part of an hour

Number of hours shown after name of car park indicates maximum permitted stay

Car park	Charges
Beaulieu (20 hours)	£0.30 per hour up to 6 hours. £2.00 over 6 hours.
Brockenhurst Brookley Road short stay (4 hours)	£0.30 per hour
Brockenhurst Brookley Road long stay (8 hours)	£0.30 per hour up to 6 hours. £2.00 over 6 hours.
Burley (20 hours)	£0.50 per hour up to 5 hours. £3.00 over 5 hours
Fordingbridge Round Hill short stay (3 hours)	£0.50 per hour
Fordingbridge Round Hill long stay (20 hours)	£0.50 per hour up to 5 hours. £3.00 over 5 hours.
Fordingbridge A338 slip road (20 hours)	£0.30 per hour up to 6 hours. £2.00 over 6 hours.
Hythe – Jones Lane and New Road short stay (2 hours)	£0.50 per hour
Hythe – Jones Lane, New Road (20 hours) and St Johns (16 hours) long stay	£0.50 per hour up to 5 hours. £3.00 over 5 hours.

Car park	Charges
Lymington – Barfields, Cannon Street East, Gosport Street and St Thomas Street long stay (20 hours)	£0.50 per hour up to 5 hours. £3.00 over 5 hours.
Lymington – Cannon Street East, Cannon Street West, Emsworth Road, Gosport Street, Southampton Road and St Thomas Street short stay (2 hours)	£0.50 per hour
Lymington Town Hall (Saturdays only) (20 hours)	£0.50 per hour up to 5 hours. £3.00 over 5 hours.
Lyndhurst short stay (2 hours)	£0.50 per hour
Lyndhurst long stay (20 hours)	£0.50 per hour up to 5 hours. £3.00 over 5 hours.
Milford-on-Sea, Sea Road (20 hours)	£0.50 per hour up to 9 hours. £5.00 over 9 hours.
New Milton – Crossmead Avenue (11 hours), Elm Avenue (20 hours) and Osborne Road (6 hours) long stay	£0.50 per hour up to 5 hours. £3.00 over 5 hours.
New Milton – Elm Avenue, Osborne Road, Spencer Road North and Spencer Road South short stay (2 hours)	£0.50 per hour
Ringwood – The Furlong and Blynkbonnie short stay (3 hours)	£0.50 per hour
Ringwood - The Furlong and Blynkbonnie long stay (20 hours)	£0.50 per hour up to 5 hours. £3.00 over 5 hours.
Totton – Elingfield and Winsor Road long stay (20 hours)	£0.50 per hour up to 5 hours. £3.00 over 5 hours.
Totton – Winsor Road short stay (4 hours)	£0.50 per hour

The classes of vehicles permitted to use these car parks are not changed.

Vehicles exempt from charges (apart from those correctly displaying a “parking clock”):

Motor cycles

Invalid carriages

Disabled person’s vehicles displaying a disabled person’s badge (“blue badge”) issued by any local authority under the Disabled Persons’ (Badges for Motor Vehicles) Regulations

Heavy goods vehicles and coaches parked in designated lorry or coach parking areas.

TOWN AND PARISH COUNCIL

ADDRESS FROM	DETAILS	CONSIDERATION	ACTION
Burley Parish Council	Overall agree with consultants analysis of car park users, however believe just a snapshot and short stay parking areas should be introduced to increase turnover.	Although this car park was not considered individually by the panel or Cabinet, the principle has been established that 12 months after the Charges/Clock system has been in place the ratio of long/short stay spaces and waiting limits should be reviewed in certain car parks. This car park could be added to those which will be reviewed.	12 Months after the new regulations have been in place review waiting restrictions in Burley car park.
Milford-On-Sea Parish Council, Joint response with Milford Traders Association	Whilst support the use of meters and the Clock system, strongly object to a 12 month delay in considering the introduction of allocated short stay parking bays and introduction of a special permit for those with no on-street parking facilities.	There is a problem in Sea Road Car Park and the proposals in the Draft Parking Order will not solve them all. The introduction of a short stay area may increase turnover and some form of residents permit help those with no off-street parking facilities.	Within the overall programme the waiting restrictions in Sea Road car park are due to be reviewed 12 months after the introduction of charges. Officers should try and undertake this review earlier than this but within the overall traffic management programme.

GENERAL COMMENTS			
ADDRESS FROM	DETAILS	CONSIDERATION	ACTION
Nos 3, 4, 8,10, 12, s15, 20, 21 River Gardens, Milford-on-Sea	Increase existing problem of parking in highway adjacent to properties. Concern that given amount of council tax paid should be able to park outside home.	The problem exists at the present time therefore not a direct result of this scheme. It is likely that those wishing to park will be Clock Holders. Given this there is no financial benefit from parking on the highway. Survey information indicates that at times the car park is at capacity. This is likely to be a major reason why motorists use River Gardens. The proposals should improve turnover in Sea Road Car Park and thus create more off street parking opportunities.	Review effect of scheme on Sea Road car park in 12 months to assess impact. After considering the results of the assessment consider amending waiting restrictions in the car park to further improve turnover rates if required. Problems of on street parking reviewed in Stage 2 of Traffic Management Programme.
7 Oak Close, Cedarmount, Lyndhurst	Objects to reintroduction of charges, believes it to be uneconomic to introduce, wishes to know why Council requires additional income. States that Notice in car park does not mention long stay area. No information on distribution of clocks.	The cost of the scheme has been carefully calculated and is expected, over a full year, to make a surplus of 65K. The amount raised will assist in ensuring that the user pays for the service and gives the Council the opportunity to develop transport policies. Notices are in place in Long Stay section of car park. Information on distribution will be made widely available if Parking Order Confirmed.	No action required.
137 Northmoor Way, Wareham, Dorset	Does not object in principle but believes as a regular visitor to Milford that 50p an hour too high and could have an adverse affect on local shops.	The ticket machine fees in Milford are in line with adjacent Amenity Car Park to avoid displacement from sea front. The correspondent does not seem aware of the Clock Scheme, which at £5 per annum provides an economic and convenient method of parking for regular users.	No action required.
17 Grosvenor Mews, Lymington	Believes that only visitors should have to pay 50p an hour to park and residents should park free of charge. Is particularly concerned about older people.	The Clock scheme at £5 per annum gives residents the opportunity to have convenient and economic parking .	No action required.
Brockenhurst Business Association, 47 Brookley Road, Brockenhurst	Concern that the Association believe that the long stay 8 hour parking facility has been removed from the car park.	The waiting restrictions remain as at present with the 8 hour parking facilities remaining in place. This information is displayed in the car park on the statutory notices.	No action required.
Wrens Hollow Sharvells Road Milford On Sea Lymington SO41 OPE	Objects to charges being re introduced and believes parking and traffic situation has been made worse in New Milton by construction of new Council offices and changes to traffic lights. Believes trade will be lost to the town. Concerned about effect on Amenity Car Park permits.	The introduction of the Clock System and charges is designed to make better use of existing parking spaces and increase parking opportunities. The Clock system at £5 a year provides for convenient and cost effective parking. This is specifically designed to help maintain the financial viability of the District's small towns. The Amenity Car Park Permit scheme is not affected by these proposals	No action required.

GENERAL COMMENTS			
ADDRESS FROM	DETAILS	CONSIDERATION	ACTION
40 Hengistbury Road, New Milton	Objects to charges being reintroduced into Crossmead Avenue Car Park. Concerned at increase in Council Tax and poor state of the roads.	The scheme is being introduced to improve management of car parks and provide a sound financial and administrative base for the introduction of Decriminalised Parking.	No action required.
17A Rumbridge Street Totton Southampton SO40 9DQ	Concerned that the Parking Clock will only allow them to park for 4 hours in Windsor Road, Totton.	The Clock will allow waiting for the full 20 hour long stay period in Windsor Road Car Park.	No action required.
The Flat 28 Christchurch Road Ringwood. BH24 1DN	Has no objection to the Clock Scheme but is concerned that there are insufficient spaces for residents long stay and the number of spaces taken up in Ringwood by the employees of Chase Manhattan Bank.	The proposals should allow for better patrolling of car parks and thus increase parking opportunities. The problem with the Bank needs to be resolved as soon as possible but is not directly related to the scheme.	As soon as the proposals in the draft order have been put in place officers should investigate how best to manage the problems caused by commuters going to Bournemouth using Ringwood car parks.
The Chalet Chapel Lane Blackfield Southampton SO45 1YX	Objects on the grounds that the previous Scheme was satisfactory and should be restored.	The present scheme has been carefully constructed in order to meet traffic management considerations and maintain the financial viability of the District's Towns and Villages.	No action required.
15, 17, 34, 36, 42, 46a, 48, 60, 104 High Street Milford on Sea Lymington. SO41 0QD	Understand that with the introduction of charges will be more vigilant policing of parking regulations, this is welcomed. The signatories to the letter have a particular problem as they have no off street parking of their own, better enforcement of Car Park regulations may result in them having to park on the highway. They would like the Council to consider residents permits for Sea Road Car Park.	The Council at the present time does not provide residents parking (beyond the existing 20 limit in the car park). It has been for residents to make their own arrangements. The proposals under consideration do not change this or the waiting regulations in Sea Road Car Park. However the concerns of the residents are understood and need to be considered.	The residents concerns to be assessed and considered when the waiting restrictions in the car park are reviewed 12 months after the proposals have been introduced.
27 Victoria Gardens Fordingbridge. Hampshire SP41 9ZG	Protests about the scheme for the following reasons. 1 Charging encourages people not to use local Towns but go to major shopping centres. 2 Encourages more journeys 3 Encourages Parking in Streets 5 The warning given to the public was inadequate and Council staff at Fordingbridge and Lymington able to provide information.	1,2,3 The Clock scheme provides regular car park users with a convenient and economic method of parking so that they continue to visit the centres within the District. The object being to maintain the economic viability of towns within the District. 5 Notices were placed in the local press on 7 October 2003. Notices placed at all accesses to each of the car parks concerned by the 7 October 2003. Full copies of the Draft Order together with a Statement of Reasons were available at all Council offices.	No action required.
8 Bramley Close, Lymington	Concerned that long stay parking in Lymington is being stopped.	The waiting restrictions are not altered by the proposals in the Draft Order.	No action required.

GENERAL COMMENTS			
ADDRESS FROM	DETAILS	CONSIDERATION	ACTION
Rensburg Cottage 26 Princes Crescent Lyndhurst Hampshire SO43 7BS	Comments/Complaints. 1 Insufficient notice given in car parks? 2 Why charging for 3 months? 3 How to apply for permits? 4 Can 2 permits be purchased? 5 If a vehicle is changed will a £5 fee be charged?	1 Notices were placed in the Local press on 2 October 2003 and placed on each access point into the car park by the 2 October 2003. This is in accordance with the relevant statutory provisions. 2 The Clock is for a period of 12 months. 3 Information will be provided in the car parks and in local press concerning where to apply for clocks. 4 There are no restrictions on the number of clocks that can be purchased. 5 Clocks are transferable between vehicles.	No Action required
8 High Street, Totton.	Concerned that those who frequently visit have to pay unreasonably high parking charges.	The Clock scheme at £5 per annum should assist the visitors concerned.	No Action required.
Fir Bank 33 Nash Road Dibden Purlieu Southampton SO45 4RS	Objects to the introduction of charges in Beaulieu on grounds that it will encourage those taking their children to and from school to park in the road and not in the car park. Suggests some form of special school parking permit.	It is envisaged that the vast majority of residents will have purchased an annual clock and therefore will have a permit to use the car park,	The situation should be kept under review and consideration given for some kind of special arrangements if there does appear to be a problem.
32 Sunset Road Totton SO41 3LB	Objects to proposed charges in Totton Windsor Road and Elingfield Car Park on the following grounds. 1 Will cause reduction in trading in Rumbridge Street. 2The loss of trade is contrary to the Council's plans to support a strong and healthy economy. 3The Council gave a commitment to withdraw parking charges. 4 Objects to a charge for parking compared with the previous free parking scheme. 5 Believes there to be a lack of public notification of the proposals. 6 Concerned that charges will be introduced into other car parks in Totton.	1 & 2 The Clock system has been designed in order to provide an economic and convenient method of parking causing as little detriment to local business as possible. In Totton charges/controls have only been introduced in those car parks where there is a problem relating to commuter parking. 3&4 The proposals form part of a widely published overall traffic management programme. 5 The statutory procedures for notification of changes to the Parking Order were followed. 6 Any extension of the scheme will be subject to the normal statutory consultation process.	No action required.
7 Audemer Court, Ringwood, Hants BH24 1YB	Believes that residents should be issued with a free permit and is concerned that charges will encourage people to shop outside the District..	The Clock scheme has been devised to assist residents and those who frequently visit the District's Towns. The scheme has been devised to improve management of car parks in a way that will help maintain the financial viability of Towns within the District.	No action required.
Stable End, Emery Down, Lyndhurst	Objects to the proposals on the following grounds. 1 Charges in Lyndhurst Car Park will not reduce traffic in the village. Concerned about effects if additional on street restrictions implemented. Concerned that charges in village car park is not used as pretence for charging in Forest. 2 Concerned that a maximum stay of 5 hours will cause concern to various groups. 3 The charging rates are excessive. 4 Clocks should be available at special rate for one/two week use. 5 That insufficient information was given to the Public concerning the proposals.	1 The objective is to manager the car parks better and particularly create more parking opportunities. Although not pretending to solve the traffic problems in Lyndhurst the availability of more parking will assist motorists. No changes in on street parking are proposed in the advertised order. Charging in Forest car parks is a matter for the Forestry Commission. 2 The maximum stay (20 hours) in the long stay car park is not affected by the proposals. 3&4 The Clock charge at £5, even if only used for a short period, is comparatively inexpensive. The meter charges are comparative with others in the area. 5 Notices were placed in the local press and in the car park. The statutory consultation requirements have been followed.	No action required.

