

HYTHE FERRY PARKING CLOCK SCHEME DISTRICT OF NEW FOREST (OFF-STREET PARKING PLACES) (AMENDMENT) (NO 2) ORDER 2007

1. BACKGROUND AND INTRODUCTION

- 1.1 On the 3 October 2007 Cabinet considered the attached report and resolved the following.

That agreement be sought from Hampshire County Council, the Highway Authority, to amend the Concessionary Clock Parking scheme for the Hythe Ferry as set out in Report H to the Cabinet and that officers be authorised to take the necessary steps to amend the Off Street Parking Places Order to implement the proposed scheme.

2. AGREEMENT OF HAMPSHIRE COUNTY COUNCIL

- 2.1 Following extensive officer consultations consent for the above proposed amendment order has been given by Hampshire County Council.

3. OTHER COMMENTS RECEIVED

- 3.1 A copy of a letter from Hythe and Dibden Parish Council to the County Council expressing their concerns is attached. Set out below are District Officers comments on the Parish Council's concerns.
- 3.1.a As a general principle of parking enforcement motorists should and are given a reasonable time period in which to acquire a parking ticket. In the case of Hythe this will need to be extended to take into account those who may need to purchase a parking clock/card from the ferry. Officers understand that many who purchase a "multiple ticket" for commuting do so consecutively thus reducing the need to return to their vehicle when a new block of tickets is purchased.
- 3.1.b The ferry company have been consulted concerning the proposals and they believe that confining the parking concessions to genuine ferry users will assist their passengers. They also believe the proposed scheme is practical for the year commencing 1 January 2008.
- 3.1.c If the amendment order is confirmed, particularly when the order is first introduced, officers will deal sympathetically with appeals received which relate to the use of a Hythe Ferry parking card, where it is appropriate to do so.
- 3.2. When any new scheme is introduced there is some confusion/concern to start with but as has been proved with the existing clock scheme this soon dissipates when people become familiar with the new procedures. Although the

proposed amendment introduces procedures that are not as straight forward as the previous scheme it is believed that this is outweighed by the advantage of clearly linking concessionary parking to use of the ferry.

4. REVIEW EFFECTS OF AMENDMENT ORDER

4.1 In light of the comments received from Hythe and Dibden Parish Council officers be asked to review the effects of the Parking Order six months after it has come into effect. This review to take into account the views of the Parish Council and Ferry Operator and the results to be reported to the Portfolio Holder.

5. FINANCIAL IMPLICATIONS

5.1 For each person who uses the loophole to obtain discounted long stay parking under the existing scheme the Council will receive an additional £72.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Encouraging ferry use reduces the pressure on the already congested A 326

6.2 The ferry company support this proposal.

7. EQUALITY & DIVERSITY IMPLICATIONS

7.1 There are no equality and diversity implications.

8. PORTFOLIO HOLDERS COMMENT

8.1 The portfolio holder supports the recommendations of this report.

9. RECOMMENDATIONS

9.1 That following consideration of the comments made the District of New Forest (Off-Street Parking Places) (Amendment) (No2) Order 2007 be confirmed. That a review as set out in Section 4 of this report be undertaken.

Further Information: John Bull Parking Manager 023 8028 5949 Email: john.bull@nfdc.gov.uk	Background:
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HYTHE AND DIBDEN PARISH COUNCIL

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Serving the communities of Dibden, Dibden Purlieu and Hythe

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H2/C1/DS/FERRY PARKING J

24 October 2007

Dear Hannah

Proposed Amendment to District of New Forest (Off-Street Parking Places) Order – Hythe Ferry

I have received a copy of the letter to you from New Forest District Council concerning the above.

The Council has considered the proposal and would ask that you defer giving consent to allow an alternative system to be devised to overcome the problem.

For example, as we understand it, a motorist who buys a 10 journey ticket will have to park the car to go to the ferry office, buy his ticket, go back to the car, fill in the Hythe Ferry parking card and display it in the window, then go back and catch the ferry.

We are also concerned that the proposal will result in

- (a) additional "on street" parking as a result of the extra bureaucratic process.
- (b) a reduction in the use of the ferry.
- (c) an increase in penalty tickets for those who forgot to display the extra ticket.

The Council would be happy to assist in developing a more acceptable system.

Yours sincerely

David Shimpe
Clerk to the Council

cc. Mr John Bull
Parking Manager
New Forest District Council
Town Hall, Avenue Road
Lymington, SO41 9ZG



CABINET - 3 OCTOBER 2007

PORTFOLIO : PLANNING AND TRANSPORTATION

HYTHE FERRY PARKING CLOCK SCHEME REVIEW AND RECOMMENDATIONS FOR AMENDMENT

1. BACKGROUND AND INTRODUCTION

- 1.1 When the system of long and short stay clocks was introduced in January 2006 the need to ensure that the scheme did not act as a disincentive for use of the Ferry was recognised. Consequently the "Hythe Ferry Clock" was introduced. This clock enables those who purchased a 10 journey ticket or a period return of a greater value to buy long stay parking in Hythe at a cost of a short stay clock. The clock also provides the holder with the same benefits as the normal short stay clock throughout the District. In 2006 some 1158 clocks were sold and to date 933 have been sold in 2007.

2. THE IMPORTANT ROLE OF PARKING TO THE VIABILITY OF THE FERRY

- 2.1 At a series of meetings between the ferry owners and Officers, the importance of parking facilities to the future viability of the ferry was discussed. It was acknowledged at the meetings that there were a number of reasons why ferry patronage had fallen but assisting ferry users with parking could help to encourage use of the ferry. Concern was expressed by all present that the present clock arrangements did not tie in the provision of concessionary parking tightly enough with use of the ferry.

3. USE OF THE EXISTING PARKING CLOCKS

- 3.1 Shortcomings of existing scheme.
- 3.1.1 It was felt that the present scheme resulted in the 10 single journey ticket being purchased in order to obtain concessionary all year round parking. This not only results in a loss of income to this Council but also encourages use of long stay car parks near the ferry. Similarly those who purchased monthly or quarterly ferry tickets obtained a years parking concession when only a limited number of ferry journey's are undertaken.
- 3.2 Suggestions to overcome the shortcomings set out above.
- 3.2.1 The objective of any new scheme should be to link the ferry concession for long stay parking in Hythe directly to the dates of a ferry session ticket or multiple ticket purchase. This needs to be done in a way which is not financially detrimental to existing ferry users.
- 3.2.2 Following discussions between the Ferry Company and Officers of this Council, the following scheme is suggested.

3.2.3 That Ferry users should purchase a standard short stay clock, and :

- When a multiple journey ticket is purchased a parking card, valid for 5 occasions (number of outward trips on multiple ticket) would be issued. If a valid card is displayed along side the clock the motorist could park long stay in Hythe. The parking card can be designed so that the motorist has to validate each parking act by entering a date on the card. This system is used elsewhere although in a slightly different context.
- A monthly, quarterly or annual parking Card would be issued in the same manner as above and be valid for the same period as the ferry ticket purchased.

3.3 The ferry company support this proposal.

4. ON STREET PARKING

4.1 There have been concerns raised about displacement parking in Jones Lane and West Street, Hythe causing congestion problems. In order to manage these situation proposals for waiting restrictions in the streets concerned are included in the 07/08 traffic management programme and these will be publicly advertised. If implemented the proposals should reduce the problems caused by on street parking in Hythe.

5. TIME TABLE

5.1 If the recommendations set out in this report are accepted the new arrangement would commence on 1 January 2008.

6. FINANCIAL IMPLICATIONS

6.1 For each person who uses the loophole to obtain discounted long stay parking under the existing scheme the Council will receive an additional £72.

7. ENVIRONMENTAL IMPLICATIONS

7.1 Encouraging ferry use reduces the pressure on the already congested A 326.

8. EQUALITY & DIVERSITY IMPLICATIONS

8.1 There are no equality and diversity implications.

9. PORTFOLIO HOLDERS COMMENT

9.1 The portfolio holder supports the recommendations of this report.

10. RECOMMENDATION

- 10.1 That agreement be sought from Hampshire County Council, the Highway Authority, to amend the Concessionary Clock parking scheme for Hythe Ferry as set out in Section 3.2.3 of this report and that officers be authorised to take the necessary steps to amend the Off Street Parking Places Order to implement the suggested scheme as set out in section 3.2.3 of this report.

For Further Information Please Contact: John Bull Parking Manager Tel (023) 8028 5949 Email: john.bull@nfdc.gov.uk	Background Papers:
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