

WITHDRAWAL OF AMENITY PARKING PERMITS

1. INTRODUCTION AND BACKGROUND

- 1.1 Cabinet resolved on the 5 October 2011 that a draft amendment to the District of New Forest (Off Street Parking Places) Order 2005 should be advertised to the effect that Amenity Parking Permits would be withdrawn.
 - 1.2 Only 1400 Amenity Parking Permits are now issued. The range of parking clocks available (as possible alternatives to Amenity Permits) provide more flexibility and the withdrawal of Amenity Permits will contribute to the efficiency savings in the Parking Service.
 - 1.3 All holders of an Amenity Permit have been sent a letter setting out the proposals. Forty six representations have been received which represents approximately 3.2 % of all permit holders. However 7 of the representations were from groups representing a number of members.
 - 1.4 The draft amendment Order was subsequently published and a summary of the representations received is set out in Appendix 1 of this report.
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2. MAIN AREAS OF REPRESENTATION

- 2.1 **The increase in price:** An Amenity Permit for a resident costs £51 compared to an annual parking clock costing £100. While accepting the percentage increase is high, the long stay clock provides parking for a cost of less than £2 a week in all New Forest District Council car parks. This represents extremely good value, particularly when compared to the cost of parking in other authorities. The clock is also extremely flexible and can be used in any vehicle. Motorists also have options to buy quarterly clocks or use pay & display.

Car park charges in the New Forest District have not changed for some time. The existing clocks commenced on 1 January 2010 and the Pay & Display charges and Amenity Permit charges were last altered in March/ April 2009. In the intervening period, our operating costs have risen substantially (£250,000 in year 2010/11) due to a combination of the VAT rise in January 2011 and a significant increase in Business Rates, which came in to force on 1 April. There has also been a relatively high level of inflation which erodes the value of the income.

As a policy, this Council has never tried to make substantial income from car park charges, as it has always wanted to support local businesses and provide local residents with the benefit of low cost parking. Indeed, we believe we provide the lowest cost parking anywhere in Southern England.

However, we do need to address the increase in costs, otherwise this will become a burden on all council tax payers, not just motorists, or could lead to a reduction in services. The Council also has to adjust its expenditure and income in the light of a £2.7million reduction in its Government grant. The Council believes that overall the cost of parking in the District is fair, including the cost of parking in Amenity car parks by means of a Long Stay Parking Clock. The cost of the long stay clock will be held at its January 2012 level for 2 years.

- 2.2 **Waiting restrictions:** Some respondents erroneously believe that the clock imposes additional waiting restriction and maintain that this will cause particular problems for those undertaking sailing/boating activities. However, exactly the same waiting restrictions apply to clock holders as currently apply to amenity permit holders (and pay & display users). The maximum stay in all amenity car parks is 20 hours except for Bath Road, which is 72 hours, and The Quay short stay, which is 3 hours. It is necessary to have waiting restrictions in order to ensure a turnover of vehicles in these busy car parks. If there were no waiting restrictions in these busy car parks, they would become even more congested and there would be less parking opportunities available to motorists.

3. TRANSITIONAL ARRANGEMENTS

- 3.1 Amenity permit holders have been informed that their existing permits will run until 31 March 2012, in order that they can purchase the second quarter three monthly clocks, commencing 1 April 2012. It would be helpful to existing permit holders if they could purchase a long stay clock on 1 April, expiring on 31 December 2012, for a cost of £75.00. This would negate the need for them to purchase three, three monthly clocks.
- 3.2 There maybe some Amenity Permit holders who purchased a short stay clock to cover the period 1 January to 31 October. As a transitional arrangement, short stay clocks purchased by Amenity Permit holders could be surrendered and their cost redeemed against the purchase of a long stay clock with a valid from date of 1 April.
- 3.3 Amenity permit holders will be written to giving full details of the transitional arrangements and how to take advantage of them. The process will be carefully managed to ensure that only existing amenity permit holders are able to take advantage of these concessionary arrangements

4. INDIVIDUAL RESPONSES

- 4.1 The majority of the concerns raised by representations are dealt with in Section 2 of this report. Any representations not covered by these main areas are addressed individually in the Appendix.

5. FINANCIAL IMPLICATIONS

- 5.1 A full time Senior Administrative Post has been deleted from the establishment of the Parking Service. A reduction in the numbers of types of permit issued will be helpful in managing the reduction in the establishment. It is expected that additional income will be generated by a combination of the sale of clocks and additional meter income. It is not possible to precisely calculate the additional income, but assuming 75% of existing permit holders purchase clocks, extra revenue to the order of £35,000 would be generated. In the financial year 2012/13 the additional income is likely to be reduced to a sum in the region of £20,000 because of the transitional arrangements.

6. PORTFOLIO HOLDER COMMENTS

- 6.1 At the October 2011 Cabinet, it was agreed that Amenity Permits be withdrawn and replaced with the Long Stay Clock, which offers all day parking in all of the District's car parks for less than £2 per week. We have now consulted on this change and have agreed that transitional arrangements should be put in place to ease the change for residents from the Amenity Permit to the Long Stay Clock. I believe that this addresses the concerns that have been raised and that overall this is a fair outcome for all concerned.

7. ENVIRONMENTAL IMPLICATIONS

- 7.1 Concern has been raised that withdrawal of Amenity Permits might lead to additional street parking. The Highway adjacent to the car parks concerned is well protected by existing waiting restrictions. However, if problems arise consideration will be given to additional regulations.

8. CRIME AND DISORDER

- 8.1 Concern has been expressed that the clocks could be vulnerable to theft. To date this has not been a problem with existing clocks and providing motorists take reasonable precautions by locking car doors and closing windows, it is not anticipated that there will be any problems.

9. CONCLUSION

- 9.1 All the representations received have been carefully considered. The majority surround the cost and waiting times. The clock provides extremely good value for money providing parking at a cost of £2 a week and it does not alter the existing waiting times in the amenity car parks. Reducing the different types of permit available and concentrating on the clock scheme simplifies the overall system. In order to assist existing permit holders, transitional arrangements have been proposed which should prove of great assistance.

10. RECOMMENDATION

- 10.1 The concerns raised as a result of the representations received have been carefully considered and the proposals framed in such a way as to take those concerns into account. It is therefore recommended that the District of New Forest (Off Street Parking Places Order) be amended to the effect that Amenity Permits no longer be a valid method of payment for parking in a New Forest District Council Amenity Car Park as from 1 March 2011 (31 March for existing permit holders). It is further recommended that if Amenity Permits are withdrawn the transitional arrangements set out in section 3 of this report be adopted.

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REF	REPRESENTATION FROM	SUMMARY OF REPRESENTATION	COMMENT ON REPRESENTATION
1	Mr L E Jeive	Believes amenity permits should be retained.	Sections 2 and 3 of this report sets out a response to the most frequent concerns raised.
2	Mrs S C Miles	Price too High. Only ever parks for an hour therefore does not need Long Stay Clock. Many people happy with existing system. Not enough consultation.	Section 2 of this report addresses these concerns relating to price. The clock scheme has been successfully in place for 7 years. Full consultation undertaken in accordance with statutory requirements.
3	Mrs P Barnes	Amenity Car Parks should be charged throughout the year. This would make the cost of an all year round clock more effective.	The key reason some amenity car parks are not charged between 1 November and 28/29 February is that the surrounding highway is not protected by waiting restrictions during this period. The concern being that charging would just transfer vehicles onto the highway. This is of particular concern in residential areas.
4	Mr Crawley	Believes he is paying twice under the proposed arrangements. 1-Jan to end of March has paid for his amenity permit. If he purchased a clock for a year he would have paid twice for this period. 2-If purchased 3 monthly long stay clocks as from 1 April he would have to pay for a short stay clock; as from 1 April he would have paid twice for short stay parking between April and December. Not against the price increase/change but feels the transitional arrangements have not been thought through.	The transitional arrangements set out in section 3 of this report should overcome these concerns
5	Mr N Bonsor	Member of Lym Sailing club parks for a number of hours and feels clock would not be any use in these circumstances. Feels this would affect a few hundred people.	Section 2 of this report addresses these concerns relating to price
6	Ms Sonia Burton	Paid £51 last year and will now have to pay £100. Does not use any other NFDC car park except Bath Road Car Park when sailing. Will not pay and will park in the Road.	Section 2 of this report addresses these concerns relating to price

7	Mrs S Seddon	Does this mean one clock for all car parks and the clock can be used in any car? If so a security risk as cars will be broken into. Charge for parking will be greater than road tax.	Long Stay Clocks have always been transferable and not restricted to individual vehicles or car parks. The Council is not aware that this has caused any security problems. If Clock holders wish they can write their registration number on their clock.
8	Mrs Burchell	Concerned about cost of administering clocks. Could she purchase 3 monthly clocks at the same time, ideally sell an annual clock for £75 in March/April.	The Transitional arrangements set out in Section 3 of the report make provision for existing permit holders to purchase a Clock valid from 1 April for £75.
9	Mr B Kilpatrick	Permit prices have steadily increased and the proposal is to almost double them. The cost of administering permits must be small compared with revenue. Loss of revenue if new scheme is introduced. A 5% increase would be reasonable.	Section 2 of this report addresses these concerns relating to price.
10	Mr A Costain (RNLI)	Could volunteers working in the RNLI shop have some form of concessionary parking.	Unfortunately not, there are many charity shops and the loss of income that would be sustained by the Council if concessions were given would be unacceptable.
11	Mr Roger Cook	Has an old MG concerned that someone will steal the clock. At the moment car park wardens have details on their hand held computer.	It is not unreasonable to expect those with convertible cars to close the roof when parked. However, if there are a limited number of individual cases where this is not possible, their registrations numbers could be held by Patrol staff as an indication that a clock had been purchased.
12	Clive Rochfort	Horrified at the doubling of the cost just after all year charging introduced. Given the recession, not the time for this kind of increase.	Section 2 of this report addresses these concerns relating to price
13	Miss J D Marshall	Would prefer a permit than a clock. Clock cumbersome and easy to forget to put up each time. Should be a concession for Locals.	The clock scheme has proved successful and means it can be used in long and short stay car parks which makes it flexible.
14	Mr Bob Bell	Same letter as ref 9.	
15	Mr Derek Easter Lymington Town Sailing Club (also met with Head of Service to discuss concerns)	Already an adverse impact from all year charging less people volunteering and greater expenditure because of the need to use outside agencies. Sports Industry suffering more than most during recession having a damaging effect on	Section 2 of this report covers the concerns raised about cost. The provision of parking at a cost of £2 a week should be of assistance to the sailing community as it is a cost far below those charged by most other car park operators.

		Clubs and Local economy. Doubling of cost from £51 to £100 above inflation and will result in loss of membership. In the past NFDC always encouraged sailing activities in Lymington has this changed. Urge careful look at proposal as a grave affect on staff, membership of Clubs and Local economy.	
16	Mr Andrew Hack Lymington Harbour Commissioners	The proposed withdrawal of permits and replacement by more expensive clocks will adversely affect mooring holders - two concerns: 1-Fear that vehicles will be displaced to nearby streets causing access problems particularly when delivering large boats. 2-The 72 hour max stay for those purchasing a clock will cause problems to mooring holders who live some distance away.	The highway adjacent to the major car parks concerned is protected by waiting restrictions. If any problems occur consideration can be given to amending these. Section 2 of the report addresses the concern relating to waiting restrictions
17	Mr James Sey	Proposal demonstrates lack of awareness. Anyone going on the water does not know exactly when they will return. This will lead to "open season" for Traffic Wardens. Clock scheme will work over weekends and will result on more on street parking. The 100% increase in price cannot be justified in the current economic climate.	Section 2 of this report addresses these concerns. Long Stay Clocks have always been transferable and not restricted to individual vehicles or car parks. The Council is not aware that this has caused any security problems. If Clock holders wish they can write their registration number on their clock.
18	Mr Graham Pearson	Currently pay £12 for a short stay clock plus £60 for an amenity permit a total of £72. Will in future have to pay £100 a 39% increase compared with inflation which is running at 6%. An unacceptable increase with the additional factor that many car parks are restricted for long stay.	Section 2 of this report addresses these concerns relating to price. All long stay car parks allow short stay car parking.
19	Mr Roger T Collins	As a Lymington river berth holder make frequent short visits to Bath road. Proposed increase from £50 per year to £100, confident that will result in more off road parking and loss of revenue to the Council.	The highway adjacent to the major car parks concerned is protected by waiting restrictions. If any problems occur consideration can be given to amending these. The convenience and low cost of a clock still make them an attractive option.

20	Mr David M Hendry	£100 for a long term clock is excessive a cost of £51 would be reasonable.	Section 2 of this report addresses these concerns.
21	Mr P J Wilde FRICS	For those with cruising boats not able to keep to timetables the 72 hour waiting limit could result in sailors being encouraged to return in adverse and dangerous conditions to avoid a parking ticket. Car has been left in Bath Road for week, for longer trips make arrangements to get a lift/taxi. In view of the importance of yachting and boating to the economy of Lymington cannot understand how the proposals got so far without someone in the Council realising that this could be a problem.	The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions. Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks. If there were no restrictions the number of parking opportunities for motorists would be reduced and this would cause greater congestion.
22	Mr C & Mrs S Rowlands	Have parked in Keyhaven for last 40 years. A permit allows to park and have a weekend away. The Clocks will not allow this and will seriously affect how our mooring can be used. The clocks will not meet our needs and therefore strongly oppose their replacement with a clock.	The maximum waiting period in all Amenity car parks has always been 20 hours, with two exceptions. Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks. If there were no restrictions the number of parking opportunities for motorists would be reduced and this would cause greater congestion.
23	Mr Tony Jarvis	Has been using Amenity permit for more than 15 years and happy with the facility it provides. No interest in using any other car parks. The withdraw of Amenity permits falls short of his needs to the tune of £50 a year.	Even if a clock is only used in amenity car parks it provides parking at a cost of £2 a week which is extremely good value.
24	Mr Tony Mount	Understands that change will simplify admin but looks like a revenue raising exercise doubling parking costs. Charge would be less onerous if parking free between 1 October and 31 March. Residents would then only have to purchase two periods April-September and cost would be much as they are now.	All year charging recently introduced into Bath Road, The Quay and Keyhaven Car Park. The revenue raised is required to pay for the cost of running car parks and Council services.

25	Mr Wayne Grose Lymington Fishermans Association	The proposal is a 100% increase. In present economic climate fishermen and other local businesses cannot afford these proposed increases. The use of a non vehicle specific clock makes in vulnerable to theft.	Section 2 of this report addresses these concerns relating to price. Long Stay Clocks have always been transferable and not restricted to individual vehicles or car parks. The Council is not aware that this has caused any security problems. If Clock holders wish they can write their registration number on their clock.
26	Mr J S Goddard	Does not consider 98% increase either reasonable or justifiable to achieve your goal. Likely to drive those who pay for today's permit to park legitimately on the road side causing further congestion and inconvenience. There are more easy ways of simplifying administration.	Section 2 of this report addresses these concerns relating to price. The highway adjacent to the major car parks concerned is protected by waiting restrictions. If any problems occur consideration can be given to amending these.
27	Mr Richard M Underhill	Clock would present problems concerning time of return as this is not predictable when sailing. At present purchase two permits, would only be able to afford one with the new cost this would be inconvenient and may result in the need to find on street parking. Please retain the amenity permits.	The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions, Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks. If there were no restrictions the number of parking opportunities for motorists would be reduced and this would cause greater congestion
28	Mr Simon Gillett	Making a simple system complex doubling annual cost.	Concentrating on one clock system will reduce administration compared to running a permit system and clock system in parallel. Section 2 of this report addresses these concerns relating to price
29	Beach Hut Working Group Representatives met with Head of Service to discuss concerns	Representatives of the Beach Hut Owners Association made the following comments: Hut owners would need to purchase 4 permits to cover the same period as an amenity permit. Making parking more expensive will not encourage hut owners to undertake proper maintenance. Suggested changing dates for beach hut owners to include March and October.	Clocks can be purchased to cover a 12 month period. The clock represents extremely good value for money as set out in section 2.2 of the report. The care taken by the majority of beach hut owners towards the upkeep of their huts is appreciated by the Council. However, it would not be fair or equitable to provide concessions to beach hut owners over and above

		Keep amenity permits for beach hut owners only and put parking charges onto rental. Give owners 4 vouchers so they can park to undertake maintenance outside the period that clocks may have been purchased for.	those available to the general public.
30	Mr Richard Jenner	Current proposals appear to double the cost, covers all car parks but has limited need to visit other car parks. Overnight trip on boat at moment clock may not allow this. Will discourage use of swimming pool and encourage parking on the road. Bath Road car park provides access to excellent amenities the imposition of a financial penalty may result in these amenities being used less and more parking on the road.	Section 2 of this report addresses these concerns relating to price. The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks. The parking clock, particularly the 3 month clock, represents good value to those using the swimming Baths. The highway adjacent to the major car parks concerned is protected by waiting restrictions. If any problems occur consideration can be given to amending these.
31	Mrs Joan Sutcliffe	Will there be a meeting to discuss this issue. As a very old resident of the Quay withdrawal of permit inconvenient unless it is proposed to issue residents of the Quay a residents permit which is common in other places. If it is intention to double the cost cannot see much saving in clocks as opposed to amenity permits. Please reconsider.	The Consultation process is through Statutory Notice process which has resulted in 46 representations being made. Parking clocks have proved to be widely accepted and provide flexibility and convenience. The long stay clock can be used in any NFDC Car Park. Section 2 of this report addresses these concerns relating to price.
32	Mr Stephen Turner	Commercial fisherman working from Lymington. Disagree with increase in parking fees financially fishing very hard. Is there no possibility of free/reduced parking fees for Fishermen. Noted Town Hall park for free. How would Council staff feel if they had to pay to park when coming to work?	The Long stay clock represents good value for parking for Commercial fishermen providing parking all year for less than £2 a week. It would not be fair or equitable to provide concessions to fishermen over and above those available to the general public or other businesses. During the week the Car Park at the Town Hall forms part of the office complex and is not a public car park.

33	Mr Peter Lashmar	<p>The price increase is outrageous. The new pass is being issued quarterly. This will require a clock to be purchased for March which will equate to a cost of £25 for a month. The car park belongs to Lymington Town Council.</p> <p>Most of winter activities are of a charitable nature.</p> <p>NFDC/LTC lost sight of what they are supposed to be doing for Local Residents. Not thought through.</p>	<p>Section 2 of this report addresses these concerns relating to price.</p> <p>All car parks either owned or leased by NFDC. Amenity Car Parks used for many activities. Most unlikely the majority of use is for charity purposes.</p> <p>The Council has to take a balanced financial view on how to provide and pay for essential services.</p>
34	Mr John Macnamara	<p>How can Council justify increase in present financial situation. Paying more and limiting time - a particular blow to river users. Devastating effect on angling club and sailing clubs and cause bedlam to local residents.</p>	<p>Section 2 of this report addresses these concerns relating to price.</p> <p>The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions. Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks.</p> <p>The highway adjacent to the major car parks concerned is protected by waiting restrictions if any problems occur consideration can be given to amending these.</p>
35	Mr J Douglas	<p>The proposal represents a 58% increase. One permit will stop two car families using the Amenity car parks and Town car parks at the same time.</p> <p>Due to cost suggests the use of 3 monthly clock will increase. Therefore no reduction in administration will be seen.</p>	<p>Section 2 of this report addresses concerns relating the percentage increase and price.</p> <p>The long stay clock is flexible and can be used in any car park; however it can only be used in one car at a time.</p> <p>Concentrating on one clock system will reduce administration compared to running a permit system and clock system in parallel.</p>

36	Mr Simon White	<p>The increase in price from £51+£6.50 for a second registration to £100 is unacceptable and has no basis for justification. Some years ago parking was free.</p> <p>The report shows no empirical analysis to justify these claims. The reality is that Bath road car parks usage has barely changed in 25 years and only overcrowded when areas cordoned off in the high of summer for RLYC events.</p>	<p>Section 2 of this report addresses these concerns relating to price. Charges have been levied in Amenity car Parks for a period far in excess of the last 25 years.</p> <p>The general consensus is that during the summer months the car park is often at capacity.</p>
37	Mr John Seager	<p>Whilst appreciating that all costs will increase no matter what, as we have two cars we shall have to purchase a Long Stay Clock for £75 (cost for the year being £25 x3 as we already have an Amenity Permit which will be valid until 31 March 2012) and a £20 clock, total of £95. The current year cost is £81.50. This will be an increase of approximately 14%. The inflation figure is between 5 and 6%.</p>	<p>Section 2 of this report addresses these concerns relating to price.</p> <p>The transitional arrangements proposed will assist.</p>
38	Mr Christopher King	<p>Concerned that may not be sufficient long stay parking for fishermen and yachtsmen as they are away for days or weeks</p>	<p>The maximum waiting period in all Amenity car parks has always been 20 hours, there are 2 exceptions to this, Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks.</p>
39	Wendy Curtis	<p>Concerned that local river users often go away for 2/3 week holiday and for weekends. Concern about parking on adjacent roads and enquires what arrangements are being made for overnight parking.</p>	<p>The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks.</p> <p>The highway adjacent to the major car parks concerned is protected by waiting restrictions. If any problems occur consideration can be given to amending these.</p>

40	Miss Deborah K Boles	Concerned that the charging period at Calshot 1 March-31 October does not co- ordinate with the periods that 3 monthly clocks are valid for.	The 3 monthly clocks run from 1 Jan-31 March: 1 April-30 June: 1 July-30 Sept: 1 Oct-31 Dec. These time periods are long established and some 5700 3 monthly clocks sold last year. It would not be practical to change the time periods. If those visiting amenity car parks do not wish to purchase period 1 and 4 clocks they will need to purchase tickets from the machine to cover these periods.
41	Mr Edwin Barton	A short stay clock would meet his needs as only uses permit to visit RLYC but short stay clocks not valid in amenity car parks. Believes that less use will be made of car park clocks. Believes council tax payers should be able to use a nominated car park free of charge or for a smaller amount. If all car parks were the same then short stay clocks would be valid in all.	Short stay clocks are designed for use in Town Car Parks which require a different management regime. Some 40,000 short stay clocks are issued each year and if holders were able to use them in Amenity Car Parks these car parks would become congested and the price of the short stay clock would have to increase in order to reflect their added value.
42	Mr Mark Sheppard Hurst Castle Sailing Club	Concerned that Members of sailing clubs particularly Hurst Castle need to leave vehicles for longer than the prescribed period, able to do this at the present time knowing that they "had paid our dues" by purchasing a Amenity Permit.	The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions to this, Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks.
43	Mr R Perry and Mr D Easter Lymington Town and Royal Clubs joint letter (Met with Head of Service to discuss concerns)	The following is a verbatim copy of the clubs summary of their concerns. We would like to register our strong objection to a wholesale doubling of the cost of parking in the Bath Road car park. The withdrawal of our Members' ability to buy Amenity passes, resulting in an increase for long term parking to £100 per year, is likely to have a very damaging effect on the activity and financial health of the yacht and sailing Clubs, and therefore, on the nature of the waterfront activity in Lymington. We urge a parking concession for Club Members and are prepared to offer administrative support to allow its implementation.	The Council appreciate the voluntary work and contribution made by the clubs to the local community. The Long stay parking clock will provide members of the club parking at a cost of £2 a week with no further payment required to use any other of the Councils car parks. This represents extremely good value for money. For those who only park occasionally tickets can be purchased from the machines in the car park or by mobile phone. Throughout the District there are voluntary and community groups undertaking important work within the District. It would not financially or administratively practical to provide concessions for all these groups and not equitable to single individual groups as a "special case".

44	Mr Duncan MacAlister	<p>Reducing the waiting limit in the car parks will cause serious problems to those who wish to have an overnight stop when sailing and at weekends.</p> <p>Price increases will double the parking cost. Purchasing 3 monthly permits will increase administration.</p>	<p>The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks. Section 2 of this report addresses these concerns relating to price.</p> <p>Concentrating on one clock system will reduce administration compared to running a permit system and clock system in parallel.</p>
45	Mr Ian Day	<p>The alternative to the clock scheme represents 53% increase. Only uses amenity car parks. Have to make 3 separate purchases next year because Amenity permits will run until 31 March.</p> <p>Cannot understand how the price increase can be justified.</p>	<p>Section 2 of this report addresses these concerns relating to price.</p> <p>The transitional arrangements set out in section 3 of this report should overcome the concerns about needing to purchase 3 clocks.</p>
46	Mr Tony Stickland	<p>Doubling parking fees in one year hardly appears reasonable.</p> <p>At the very least should offer the opportunity to by a “transitional” long stay clock for 9 months at a cost somewhat less than £75 thus phasing the increase.</p>	<p>Section 2 of this report addresses these concerns relating to price.</p> <p>Although not providing the price change requested transitional arrangements are set out in section 3 of this report.</p>
47	Mrs J Taylor	<p>Disappointed that Parking Charges have been introduces this winter in car parks that were previously free may result in more on street parking.</p> <p>Believes that parking fees in Bath Road Car Park not an encouragement to use the Lymington Baths.</p>	<p>Winter charges have been applicable in Bath road and The Quay car parks since November 2010. Winter charges introduced into Keyhaven in November 2011 and are not expected to cause any problems but will raise valuable income for the Council. Winter charging is not a matter directly affected by the proposed amendment order subject to this statutory consultation.</p> <p>The fees charged for parking in the summer in Bath Road Car Park are very competitive compared to those charged in neighbouring Districts. Even if amenity permits are withdrawn parking clocks provide for parking at a cost of £2 a week.</p>

48	Paul & Helen Theobald	Wishes to protest that Keyhaven car park is now charged in the winter and that it is proposed to withdraw amenity car parking permits. Runs Art class in Keyhaven Sea Scout Hall situated on far side of the car park. Will cost either £4 a session on £100 a year to park. Most will unload and then park outside car park and therefore the Council will not make more money. Please think of Locals going about their ordinary lives.	The amendment to the parking order introducing charges into Keyhaven car park during the winter has been made and is not the subject of the statutory consultation being considered by this report. Section 2 of this report addresses these concerns relating to price of the
49	Mr Robert Maslinski	Lives in London keeps boats in Lymington and Keyhaven and finds Amenity Permits are very convenient. Understands long stay clocks may be used for periods up to 72 hours only. This will make it difficult for people to go away on boats for weekends and holidays. Only option will be to park in the streets .Boat owners bring many benefits to the Lymington economy which could be lost if amenity permits withdrawn.	The maximum waiting period in all Amenity car parks has always been 20 hours with two exceptions Bath Road 72 hours and The Quay short stay area 3 hours. These restrictions apply whatever the payment method, machine ticket, clock, or permit. Waiting restrictions are required to ensure a turnover of vehicles in these busy car parks. The highway adjacent to the major car parks concerned is protected by waiting restrictions. If any problems occur consideration can be given to amending these. A long stay clock provides parking at a cost of approximately £2 a week, a reasonable cost which is thought unlikely to deter boat owners from parking.