

REGULATORY COMMITTEE

10th APRIL 2002

**SALISBURY CITY CENTRE: RESIDENTS ONLY PARKING
AND ON-STREET PARKING PAY AND DISPLAY CHARGES**

Purpose of Report

1. To consider objections to the removal of two hour free parking by non-permit holders in Salisbury residents parking Zones B, D, E and F and the introduction of charges to designated on-street parking bays in the City Centre of Salisbury and to recommend implementation of the proposals as advertised with a minor amendment.

Background

2. The parking policy for Salisbury City Centre and the remainder of the City forms part of the Salisbury Transportation Plan that is set out in the Wiltshire Local Transport Plan (LTP) and derived from the preceding three year, Government-led Study. The Study identified that *“excess mileage occurs while searching for free on-street parking. Reducing the attractiveness of this would reduce vehicle circulation”*. The Study goes on to note that *“a reduction in illegal parking would reduce the problems of obstruction, particularly of buses”*. The LTP proposes a gradual reduction in the number of on-street parking spaces within the City Centre, *“equivalent to an overall 50% reduction in on-street spaces. The remaining spaces will be charged at the same rates as public off-street parking with exemptions for residents and businesses via a parking permit system”*.
3. The LTP also recognises *“the importance of flexibility in controlling the supply of spaces and parking charges so that the level of traffic restraint can be tailored to circumstances. The intensity of application of traffic restraint measures may need to be relaxed or tightened depending upon the overall need to reduce traffic and upon issues such as the economic vitality of the City Centre and the availability of suitable public transport services, including Park and Ride. However the measures do need to be rigorously applied if traffic growth and car dependency are to be tackled”*.
4. A Parking Strategy for Salisbury was adopted by the District Council in January 2000 and subsequently endorsed by the Salisbury Transportation Plan Joint Committee. The Strategy proposes practical measures by which the traffic restraint measures contained in the LTP may be achieved. The Strategy comprises an integrated package of measures that seek to:
 - Relieve pressure for City Centre parking by the introduction of Park and Ride;
 - Reduce traffic congestion and obstruction for buses and delivery vehicles caused by illegal parking by taking on decriminalised parking enforcement
 - Protect city residents from pressure for parking by commuters, shoppers and visitors to the City Centre; and

- Free up on-street parking in the City Centre for the benefit of small businesses that need access for their customers.
5. The current proposals provide for the introduction of pay and display parking bays on selected streets in the areas where small businesses are located. Residents' only parking zones will protect City Centre residents from shoppers finding alternative parking in the surrounding residential streets. The revenue derived from the on-street pay and display meters will be used by the District Council to fund the revenue aspects of the Salisbury Transportation Plan. The first call on these funds will be to meet the cost of undertaking decriminalised parking enforcement. A copy of the Parking Strategy for Salisbury is on deposit in the **Members' Rooms** at County Hall and Bourne Hill.
 6. Decriminalised Parking Enforcement was introduced throughout Salisbury district in April 2001 and proposals for the introduction of the corresponding on-street charging to raise the necessary revenue were approved for public consultation by the Salisbury Transportation Plan Joint Committee in July. Following a period of advertisement the public response was considered by the Joint Committee in September when it was resolved:
 - (1) *To adopt the proposals for on-street charging in Salisbury, subject to a distinction between residents only parking bays and pay and display only bays as described in paragraph 5.3(v) of the report, and illustrated on the Committee Plan;*
 - (2) *To adopt the revised parking tariff, as set out in paragraph 5.3(iii) and (iv) of the report and to advertise these new arrangements at the appropriate time.*
 - (3) *To advertise the necessary amendments to facilitate the revised proposals for the introduction of residents' parking zones, as outlined in paragraph 5.3(i), (ii) and (v).*
 - (4) *To implement (1), (2) and (3) concurrently.*
 - (5) *To inform the objectors accordingly.*

For completeness, section 5.3 of the previous report is included at **Appendix A** to this report and the full report is available in the **Members' Rooms**.

7. In order to meet with the requirements of resolution (3) and (4) of the Joint Committee, an informal consultation exercise was undertaken in January this year to establish the extent and form of revised proposals for residents parking schemes. Letters were sent to all residents within the existing residents parking schemes and to other City Centre residents providing information on draft proposals and requesting comments either by letter or by completing and returning a questionnaire. The opportunity was taken at the same time to obtain views on a number of related parking matters. The results of the informal consultation exercise were reported to the District Council as it is the District Council that is responsible for the administration and enforcement of the zones. The proposals were approved by the District Council at its meeting on 20th February as a basis for formal public consultation by the County Council. A copy of the full report to the District Council is available in the **Members' Rooms** and the resolution is set out at **Appendix B** to this report.

8. The relevant site notices were placed and public notice advertised as part of the consultation procedure on 28th February 2002. Copies of the site notices and public notice are available for inspection in the **Member's Rooms**.
9. A significant extension to Zone D has been advertised concurrently with the main proposals. Objections to the detailed proposals are considered in a separate report on this Agenda.

Public Response

10. The process of prior, informal consultation had enabled the proposals to be modified prior to advert to reflect many of the residents original concerns. As a result only 34 objections have been received (plus one letter of support). A summary of the objections and comments is given in **Appendix C**. Copies of the letters are available in the **Members' Rooms** and from the Department of Environmental Services prior to the meeting. The main issues raised by residents can be summarised as follows:-
 - (i) Object to a charge for parking permits without a guaranteed parking space.
 - (ii) Object to "loss" of residents parking space to City Centre Pay and Display.
 - (iii) Concerned that inclusion of permits for other City Centre residents and business permits for Zone E will increase competition for space.
 - (iv) Support Park and Ride as a means of reducing the need for on-street shopper parking.
 - (v) Request more on-street parking by placing parking on same side of street and making streets one-way.
 - (vi) Little value in reducing the duration of parking from 2 hours to ½ hour on part of Exeter Street.

Considerations

11. The residents objection to paying for a permit without a guaranteed space is understandable but misinterpret the purpose of residents parking schemes. The current schemes protect residents from competition from parking by long stay non residents (such as commuters) on residential streets. The current proposal will extend this benefit in Zones B, D, E and F to exclude all non residents except residents visitors. Neither the current, nor the proposed schemes are designed to ration permits issued to correspond with the number of parking spaces available. Equally the hours of enforcement of the scheme only extend to business hours when commuters and shoppers are likely to be present. Members are advised that to ration residents and visitor permits or to carry enforcement into the evening would fundamentally change the policy justification for a scheme. A comparison with neighbouring towns reveals quite a wide variation in approaches as illustrated in the table below.

<i>Town</i>	<i>Charge p.a./permit</i>	<i>Number of residents permits</i>	<i>Visiting permits</i>	<i>Hours</i>	<i>Non residents parking</i>
Salisbury Current Scheme	Free	Maximum 3	Daily visitor permits £2.50 first 50 free	0900 – 1700	2 hours
Salisbury Current Scheme	£25	Maximum 3	Daily visitor permits £2.50 first 150 free	0800 – 1800	NONE
Bournemouth	£50	2	1 annual permit	0800 – 2200	1 Hours
Poole	£30	Unlimited	Daily Visitor permits at charge £1.00 no free permits	0800 - 800	2 Hours
Winchester	£15	1	1 annual permit	0800 – 1800	NONE
Bath City Centre	£60	1	NONE	0800 – 1800 possible extension to 2100	NONE
Bath Outer Zone	£50 1st permit £75 2 nd permit	2	Maximum 100 Daily permits 20p per permit	0800 – 1800	2 hours
Romsey	£15	Maximum 2	1 annual permit	0800 – 1800	2 hours
Swindon	£12	2	£5 per 25		5 minutes

It can be seen that the current and proposed schemes for Salisbury compare very favourably with practices in neighbouring towns and cities.

12. A significant proportion of the concern expressed by residents is excess demand for car parking by the residents themselves. This excess demand is principally felt in the evening. The overall proposals include a concession by the District Council that allow Zone E permit holders to use Salt Lane and Brown Street short stay car parks and Zone B permit holders to use Lush House car park without charge after 5pm and before 9am. In itself this concession is worth £420 per annum. During the day time the current proposals will help overall by reducing demand from shoppers parking. It is considered that these benefits, along with increased hours of enforcement (between 9am and 5pm to between 8am and 6pm) will counter balance the loss of permit parking on certain City Centre streets due to the introduction of Pay and Display. In view of the concerns expressed by residents and the substantial nature of the currently proposed changes, it is suggested that the effectiveness of the residents' parking schemes be closely monitored as part of the annual review of Salisbury's Parking Strategy.

13. The introduction of on-street Pay and Display meter charges has been a long standing proposal of the Salisbury Parking Strategy as detailed at paragraph 4 above. It is considered that a reasonable balance has to be struck between the needs of the business community for a ready supply of high turnover parking spaces, the protection of residents by providing residents only parking and the need to generate a revenue stream to underpin the District Council's enforcement obligations. In particular, attention is drawn to the resolution of the Salisbury Transportation Plan Joint Committee (paragraph 6 above) that specifically responded to residents concerns by allowing for concurrent implementation of residents only parking with on street charging.
14. The inclusion of other City Centre residents into the parking scheme redresses a long standing injustice felt by the City Centre residents concerned. The numbers of extra permits issued will be monitored so that the impact of this proposal can be considered on the overall numbers of permits issued.
15. The overall proposals included administrative changes by the District Council to allow business permits for Zone E to be issued. However, it is recognised that the issuing of further Zone E permits has caused residents justifiable concern. In view of this and the plentiful supply of public on-street and off-street parking for business customers, it is suggested that this aspect of the overall proposal is withdrawn.
16. Residents' enthusiasm for the benefits of Park and Ride within the City Centre are recognised and welcome. Currently planning proposals are being considered for a further three sites and funding is in place for their construction.
17. Following introduction of Decriminalised Parking Enforcement, work has already commenced on a thorough review of Salisbury parking and waiting restrictions with a view to consolidation and updating in all areas. This will include as a priority all areas within the City Centre. Opportunities will be taken wherever possible to increase the on-street parking stock. However, the use of one way streets and parking only on one side of streets is likely to increase vehicle speeds which will have a negative impact on road safety and the City Centre 20 mph speed limit zone which is also a major concern to local residents. Whilst each situation will be treated on its merits as part of the review, it is not recommended that current parking and traffic arrangements are changed in response to the concerns expressed.
18. The views of residents of Exeter Street and the Priest of St Osmund's Church are acknowledged and it is suggested that the current arrangements on Exeter Street (southern parking bay) are retained.

Conclusion: Options Considered

19. Avoid prior, informal consultation with residents. This would not have provided residents with the opportunity to comment on initial proposals and influence the current proposals.
20. Implement the proposals as advertised. This would not respond to the concerns raised by the objectors.

21. Abandon the proposals. This would not meet the objectives set out at paragraph 4 above and would not respond to the residents request to provide residents only parking zones.
22. Implement the proposals as advertised but with minor amendments.

Recommendation

23. That the advertised orders be confirmed subject to the following:-
 - (i) No business permits are issued for Zone E.
 - (ii) Parking in the Southern bay in Exeter Street to remain two hour free parking.
 - (iii) That the impact of the changes be monitored as part of the annual review of the Parking Strategy and reported to the Salisbury Transportation Plan Joint Advisory Panel.
 - (iv) The objectors be informed accordingly.

Reasons for Recommendation

24. The proposal fully concords with the Parking Strategy for Salisbury and the Salisbury Transportation Plan and will assist in the delivery of the integrated package of transport measure.
25. The recommendation deals in a measured response with the public comments received.

RICHARD J. LANDER

Director of Environmental Services

The following unpublished documents have been relied on in the preparation of this Report:

Letters of objection.
Salisbury District Council City Area Committee Report of 24th June 1999.

Environmental Impact of the Recommendations contained on this Report:

It is considered that the signing and lining involved in implementing a residents' parking scheme would cause minimal environmental impact.