

CABINET (TRAFFIC AND PARKING) COMMITTEE

21 February 2012

Attendance:

Councillors:

Weston (Chairman) (P)

Cooper (P)

Humby (P)

Others in attendance who addressed the meeting:

Councillors Collin, Higgins, Scott and Tait

1. **MINUTES**

RESOLVED:

That the minutes of the previous meeting, held on 18 July 2011, be approved and adopted.

2. **PUBLIC PARTICIPATION**

At the invitation of the Chairman, Councillor Scott (a Ward Councillor for St Luke) raised a number of issues relating to his ward, as summarised below:

- When would Stanmore residents receive more information about applying for residential parking permits?
- The need to monitor the impact of the new residents' parking scheme on adjacent areas.
- Concern that the recent Thurmond Crescent landscaping improvements had not been completed properly and also a comment regarding damaged grass verges.

The Head of Access and Infrastructure explained that he would pass on the issues raised in the last bullet point to officers in the Housing and Estates Teams, as appropriate.

With regard to the new residents' permit scheme in Lower Stanmore, the Head of Access and Infrastructure advised that, once the scheme receives final approval from local Members, residents would be contacted with more information as to timing and how to apply for permits. He confirmed that the impact of the new scheme on nearby roads would be monitored.

3. **PARK AND RIDE OPERATION REVIEW**

(Report [CAB2301\(TP\)](#) refers)

At the invitation of the Chairman, Councillors Tait and Collin addressed the Committee and their comments are summarised below.

Councillor Tait raised the following queries:

- Were statistics available on the impact of Park and Ride on reducing traffic numbers on roads into Winchester, for example along St Cross Road and Southgate Street?
- What steps were the Council taking to encourage the County Council to stop operating a staff car park on Bar End Road (Paragraph 5 of the Report refers)?
- Was there evidence that train station users were parking at Park and Ride car parks instead of the train station car parks?

Councillor Collin requested that the Committee consider a new suggested change to the service, namely that the Park and Ride service and Number 5 service be amalgamated in the evenings (after 7.00pm). He highlighted that both services travelled along both Romsey Road and Badger Farm Road (although the Number 5 diverted around Badger Farm) and were both under-occupied in the evenings.

The Committee noted that Councillors Laming and Banister had emailed in support of Councillor Collin's proposals.

In response to questions raised by Councillor Tait, the Head of Access and Infrastructure advised that some statistics were available on traffic reduction and he would circulate these outside of the meeting. Discussions were ongoing with the County Council regarding its staff car park at Bar End Road and Members would be kept informed regarding progress.

The Head of Access and Infrastructure advised that some limited evidence was available regarding use of Park and Ride by rail passengers, but the new timetable was designed to better connect with rail services and it was anticipated this would increase use. He confirmed that the new timetable would be advertised to rail users and use by rail commuters would be monitored.

With regard to the suggestion from Councillor Collin, Committee Members commented that there was insufficient detail for a decision to be made at the meeting. In addition, some concern was expressed about the City Council financing a County Council role (i.e. in providing public transport). The Head of Access and Infrastructure highlighted that there were a number of issues that would need to be resolved, such as the financing of any such contract and retention of fares collected on a shared service. However, he agreed to discuss the issues raised further with the Portfolio Holder and advise Councillor Collin accordingly outside of the meeting. The Head of Access and Infrastructure explained that Cabinet would be required to approve any further

changes to the service. The Committee also noted that the Park and Ride scheme was subject to an annual review by Cabinet.

During discussion, Members acknowledged the success of the Park and Ride service and welcomed the suggestion to utilise some of the savings proposed towards future additional ad-hoc bus services, such as over the busy Christmas period.

The Committee agreed to the following for the reasons set out above and outlined in the Report.

RESOLVED:

1. That the ongoing success of the Park and Ride operation in delivering a key part of the Council's Parking Strategy be noted.
2. That the new Park and Ride timetable as shown on Appendix 1 of the Report be implemented with effect from 30 April 2012.
3. That the revised contract cost details be agreed, as set out in Paragraph 2.7 of the Report.
4. That the increased saving achieved of £8,118 above the budget target of £30,000 approved in CAB2240 (total saving achieved £38,118), be allocated to cover future ad-hoc bus services, should they be required, as has been necessary this financial year.

4. **DISCOUNTED PARKING FOR LOW EMISSION VEHICLES**
(Report [CAB2292\(TP\)](#) refers)

At the invitation of the Chairman, Councillor Higgins spoke in opposition to the Report's proposals as he considered the changes to emission levels eligible for discounts were too stringent at this time. He considered that the types of vehicles capable of achieving such low emissions were not yet readily available to the public at a reasonable price level. He also stated that the current scheme was not widely used, possibly due to insufficient advertising of its availability.

The Committee also noted an email received from Councillor Wright in opposition to the proposed policy because of a number of issues regarding climate change and carbon emissions which he did not believe supported the requirement for discounts. He also believed the policy penalised those who could not afford low emission vehicles.

The Head of Access and Infrastructure explained that the current policy was adopted in 2006 and in urgent need of review, in order to take account of changing vehicle technology. He considered that eligible vehicles were available at the equivalent price of a standard family-type car. In addition, he

emphasised that the purpose of the policy was to promote a change in behaviour by encouraging more people to purchase low emission vehicles.

In response to questions, the Head of Access and Infrastructure confirmed that, due to changing vehicle technology, the current policy could have significant cost implications for the Council unless it was amended.

The Committee agreed to the following for the reasons set out above and outlined in the Report.

RESOLVED:

1. That the discounts for pay and display annual season ticket holders using low emission vehicles should be set at 75% for vehicles which emit less than 75 g/km* and 50% for vehicles which emit between 76 and 90 g/km*.
2. That Electric Vehicles (EV's) benefit from the 75% discount level.
3. That the same level of discounts should apply to residents' parking permit holders with low emission vehicles.
4. That to minimise the administrative costs, these discounts only apply to annual season tickets.
5. That the schedule of discounts be reviewed on a three year basis.
6. That all current discounted season ticket and resident permit holders be granted an additional year's renewal at the current discounted price in order to allow time to adjust to the proposed threshold changes.
7. That the Head of Legal Services be authorised to prepare the necessary draft Traffic Regulation Orders and associated notice to be advertised.

*g/km = grammes of CO₂ produced with each kilometre travelled

The meeting commenced at 10.00am and concluded at 10.40am

Chairman