

**CABINET (TRAFFIC AND PARKING) COMMITTEE**

**5 November 2009**

Attendance:

Councillors:

Wood (Chairman) (P)

Allgood (P)

Cooper (P)

Others in attendance who addressed the meeting:

Councillors Learney, Hiscock and Higgins

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1. **MINUTES**

RESOLVED:

That the minutes of the previous meeting, held on 10 June 2009, be approved and adopted.

2. **PUBLIC PARTICIPATION**

As the Chairman of Southwick and Widley Parish Council, Councillor Cooper advised that he had received a petition signed by 100 residents of Southwick requesting a reduction in the speed limit in the village from 30mph to 20mph. The petition had been drawn up following a serious accident in the village in August 2009.

Councillor Cooper advised that he would pass the petition onto the Head of Access and Infrastructure, for him to refer it to the County Council for consideration, as the highway authority.

3. **CAR PARK CHARGES REVIEW (LESS EXEMPT APPENDIX)**

(Report [CAB1915\(TP\)](#) refers)

The Corporate Director (Operations) emphasised that one of the purposes of the review was to ensure maximum use was made of the new and existing park and ride sites. Therefore a pricing structure was proposed to discourage long-stay parking in the city centre, whilst encouraging park and ride parking. It was also intended to introduce the new pricing structure for all car parks, apart from the park and ride sites, from 1 January 2010 to enable its influence to settle down before the new park and ride car park became operational in

April 2010. The earlier receipt of revenue would also be advantageous to the Council given its current budget position.

The Corporate Director (Operations) clarified that the new tariff of fees for park and ride would not be introduced until 1 April 2010 (other car park increases to be introduced from 1 January 2010) and Recommendation 3 of the Report should be amended to reflect this.

The Corporate Director (Operations) advised that discussions were still ongoing with various employers along the Romsey Road regarding the bulk selling of park and ride tickets at a discount. The proposed discounts were affordable as tickets would be sold in a high volume which would offer a secure stream of revenue for the Council.

At the invitation of the Chairman, Councillor Learney welcomed proposals to encourage use of park and ride, but expressed concern about the impact on residents and traders of the 20 per cent increase in town centre parking charges, only eight months after the last increase. She queried whether the City Centre traders had been consulted on the proposals? She also asked whether the Council had analysed the elasticity of demand with regard to the proposed increase, particular with regard to the impact of free bus passes for the over 60s. In addition, she highlighted that more initiatives should be taken to encourage public transport use, rather than car travel, even when using park and ride sites. She requested that the Council agree a strategy for the future management of its city centre car parks, with regard to the wider "green" agenda.

In response, the Corporate Director (Operations) advised that the business community had not been directly consulted on the charges review, although they would be consulted as part of the wider budget proposals. He highlighted that it was necessary to increase parking charges by sensible increments to minimise practical difficulties for customers in making payments. He also emphasised that by charging for parking (rather than bus use), the Council's park and ride service did encourage car sharing initiatives.

The Head of Access and Infrastructure confirmed that the Council is gradually reducing the parking available in the town centre and that employers on Romsey Road recognised the need to reduce parking on site. Further details of long term plans would be included in the Winchester Town Access Plan which would be submitted to Cabinet within the next few months.

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

**RESOLVED:**

1. That the parking charges increases be agreed for implementation as from 1 January 2010, as set out in the Report.

2. That the Head of Legal Services be authorised to give public notice of the variation in charges, as set out in the Report, under Sections 46A and 35C of the Road Traffic Regulation Act 1984 (as amended).

3. That the tariff of fees for the new and existing Park and Ride service be agreed with effect from 1 April 2010, as set out in the Report.

4. **PARK AND RIDE BUS CONTRACT – RESULTS OF TENDERING FOR NEW CONTRACT, PARKING PRICES AND LEASING OF THE SITE (LESS EXEMPT APPENDIX)**

(Report [CAB1916\(TP\)](#) refers)

Councillor Allgood declared a personal (but not prejudicial) interest in respect of this item due to his role as a County Councillor. He remained in the room, spoke and voted thereon.

The Head of Legal Services advised that further financial and contract details would be given during the exempt session of the meeting, and officers were consequently proposing an amendment to Recommendation 1 of the Report, together with an additional Recommendation 5 (detail in exempt minute below). Therefore it was proposed that the Committee restricted its consideration to Recommendations 2, 3 and 4 of the Report in the open session of the meeting.

The Head of Access and Infrastructure stated that the Report recommended appointing a bus contractor for a five year period to operate Euro V vehicles from 7.00am to 9.30pm. This was a proposed extension to the current operating hours which finished at 7.30pm.

The Head of Access and Infrastructure gave further details on County Council's proposed improvements along Romsey Road to enhance journey times, as outlined in Section 7 of the Report. He confirmed that the County Council intended to have these improvements in place before 1 April 2010.

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

**RESOLVED:**

1. That the Head of Access and Infrastructure be authorised to appoint the company identified in Exempt Appendix 2 to operate the park and ride bus contract for a five year period from 18 April 2010, and that the tender option chosen be for a six bus contract, using Euro V vehicles, operating from 07:00 to 21:30 and that the initial price of the contract be as set out in Paragraph 2.1 of the Exempt Appendix 2.

2. That the Head of Legal Services be authorised to advertise an order under the Road Traffic Regulation Act 1984 (as

amended) relating to the operation and control of the new and existing Park and Ride car parks as set out in the Report, and the Head of Access and Infrastructure (in consultation with the Portfolio Holder for Planning and Access) be authorised to make such order (taking into account any representations received).

3. That the Head of Access and Infrastructure (in consultation with the Portfolio Holder for Planning and Access) be authorised to set such additional discounted arrangements for block bookings as may be determined necessary.

4. That the City Council enters into a legal agreement to lease the new and existing Park and Ride car parks from the County Council on the basis outlined in Paragraph 5.6 of the Report, subject to details to be approved by the Head of Estates, in consultation with the Portfolio Holder for Planning and Access and the Head of Finance.

5. **TRAFFIC REGULATION ORDER – VARIOUS ROADS, WICKHAM**

(Report [CAB1912\(TP\)](#) refers)

The Head of Access and Infrastructure advised that at a meeting the previous day, Wickham Parish Councillors had confirmed that they wished to go ahead with the proposals as advertised.

Some Councillors expressed some disappointment about the requirement for the introduction of double yellow lines in rural areas.

The Head of Access and Infrastructure advised that the Council would aim to increase the level of enforcement in the area for a short period following introduction.

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

RESOLVED:

1. That a Traffic Regulation Order be implemented to introduce restrictions as advertised in Appendix A of the Report.

2. That the Head of Legal Services be authorised to make an Order, as set out in Recommendation 1 above.

6. **WICKHAM RESIDENTS' PARKING SCHEME**

(Report [CAB1913\(TP\)](#) refers)

The Head of Access and Infrastructure advised that at a meeting the previous day with Wickham Parish Councillors and Local Ward Members, they had requested the following proposed changes to the scheme:

- i) That permits be vehicle specific (i.e. display a vehicle registration number);
- ii) That residential properties with an off-street car parking space be limited to a maximum of two permits (at a charge of £10 for the first, and £30 for the second permit);
- iii) That the scheme be subject to review after 12 months, having regard to the changes agreed in CAB1912(TP) above.

The Head of Access and Infrastructure confirmed that the second proposal might be difficult to administer. The Corporate Director (Operations) noted that the possibility of involving Wickham Parish Council in this administration could be investigated. However, following further consideration, Members decided that this suggestion not be pursued at this time, but could possibly re-examined after 12 months operation of the scheme. The Committee agreed to the proposed changes (i) and (iii) outlined above.

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

**RESOLVED:**

1. That the principle of charging for residents' and visitors' permits in Wickham Square be agreed at the rate set out in the Report, as amended by the requirement that the permits include the vehicle's registration number.
2. That the Head of Access and Infrastructure (in consultation with the Portfolio Holder for Planning and Access and Ward Members) be authorised to determine the detailed criteria for eligibility for residents' permits.
3. That the Head of Legal Services be authorised to make the appropriate order under the Road Traffic Act 1984 (as amended) to implement the changes set out in the Report.
4. That the scheme be reviewed after 12 months.

**7. WINCHESTER RESIDENTS' OFF-STREET PERMIT SCHEME**

(Report [CAB1914\(TP\)](#) refers)

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

Councillor Hiscock generally supported the proposals, but queried whether it should include more than two city centre car parks to be of the most benefit to residents. He highlighted the parking difficulties facing residents in the residential areas surrounding Tower Street car park and queried whether this car park could be included? He also questioned whether the scheme would be split into parking zones and whether residents had to apply for the new permit at the same time as their on-street permit (if entitled).

Councillor Higgins also generally welcomed the proposals, although highlighting that residents had been seeking a two third reduction in charges for off-peak parking in car parks. He also queried how residents could pay for additional parking if they wished to leave their car in the car park in the morning after 9am?

In response, the Head of Access and Infrastructure confirmed that residents from any parking zone in Winchester were entitled to purchase the new class of permit and park in any of the car parks included within the new scheme. He advised that the possibility of including Tower Street car park had been investigated, but not included due to lack of capacity, particularly on Saturdays when it was a popular car park for shoppers. The possibility of increased levels of discount had also been examined, but not considered appropriate with regard to the need to ensure fairness for residents across the District. The Head of Access and Infrastructure advised that users of the new permit wishing to park beyond 9am in the morning would need to return to the car to purchase a new ticket, or use the "payment by phone" facility.

During discussion about possible inclusion of other car parks, one Member suggested that the car park(s) at Worthy Lane be included. However, it was noted that the upper car park was used for car boot sales on Sundays. It was agreed that the Head of Access and Infrastructure be requested to examine this suggestion further and be authorised, in consultation with the Portfolio Holder for Planning and Access, to include the car park if considered appropriate.

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

**RESOLVED:**

1. That a new class of permit be introduced (initially in the two areas of Chesil Surface car park and St Peter's car park, in order to gauge a reaction by residents), valid Monday to Fridays from 8am to 9am and 4pm to 6pm, and between 8am and 6pm on Saturdays, with a fee of £100 per annum.
2. That the Head of Access and Infrastructure be delegated authority, in consultation with the Portfolio Holder for Planning and Access, to examine the possibility of extending the permits to include an area of car parking at Worthy Lane.
3. That the scheme be reviewed after 12 months (such review to include the cost of permits, and a potential to roll-out to other car parks if the scheme proves popular).
4. That the Head of Legal Services be authorised to amend the Parking Places Order accordingly.

8. **FUNDING FOR SPECIAL EVENTS ON THE PUBLIC HIGHWAY**  
(Report [CAB1910\(TP\)](#) refers)

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

RESOLVED

1. That the Council's Access and Infrastructure Division should continue to provide temporary road closures for special events on the public highway free of charge.

2. That all temporary traffic management for special events on the public highway should be the responsibility of the relevant organiser.

3. That the above changes come into effect from 1 April 2010.

9. **EXEMPT BUSINESS**

RESOLVED:

1. That in all the circumstances, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

2. That the public be excluded from the meeting during the consideration of the following items of business because it is likely that, if members of the public were present, there would be disclosure to them of 'exempt information' as defined by Section 100I and Schedule 12A to the Local Government Act 1972.

<u>Minute Number</u>	<u>Item</u>	<u>Description of Exempt Information</u>
##	Car Park Charges Review – Exempt Appendix	) Information relating to the financial or business affairs of any particular person
##	Park and Ride Contract – Results of tendering for the new contract parking prices and leasing of the site (Exempt Appendix)	) (including the authority holding that information). (Para 3 Schedule 12A refers)

10. **CAR PARK CHARGES REVIEW - EXEMPT APPENDIX**  
(Report CAB1915(TP) refers)

RESOLVED:

That the information contained within the Exempt Appendix be noted.

11. **PARK AND RIDE BUS CONTRACT – RESULTS OF TENDERING FOR NEW CONTRACT, PARKING PRICES AND LEASING OF THE SITE (EXEMPT APPENDIX)**  
(Report CAB1916(TP) refers)

The Head of Legal Services advised that if the Report recommendations were agreed, it would require approval of supplementary budget of £371,000 for 2010/11. This sum required consideration by Cabinet for recommendation and approval by Council under the Council's Constitution. It also was required to be considered by Principal Scrutiny Committee at its next meeting on 16 November 2009. However, the next meeting of Council was not until January 2010 and it was therefore suggested that the Chief Executive give approval under his emergency powers, following consideration by Cabinet and Principal Scrutiny Committee.

The Committee discussed revised proposals regarding the award of the contract (detail in exempt minute), but following consideration agreed to approve the Report's recommendation without amendment, but subject to the addition of Recommendation 5.

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

RESOLVED:

1. That the Head of Access and Infrastructure be authorised to appoint the company identified in Exempt Appendix 2 to operate the park and ride bus contract for a five year period from 18 April 2010, and that the tender option chosen be for a six bus contract, using Euro V vehicles, operating from 07:00 to 21:30 and that the initial price of the contract be as set out in Paragraph 2.1 of the Exempt Appendix 2.

2-4. *see above*

**RECOMMENDED:**

**5. That supplementary budget approval be given to increase the 2010/11 base budget for Park and Ride costs by £371,000.**

The meeting commenced at 10.00am and concluded at 11.55am

Chairman