

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Adrian Gray
<b>Title:</b>	Traffic Order Proposals: Marine Parade, Lee on Solent – Pay and Display Parking
<b>Reference:</b>	

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#### 1. The decision:

1.1. That a traffic order be implemented under the Road Traffic Regulation Act 1984 (RTRA), the effects of which will be to vary The Hampshire (Marine Parade East and West, Lee-on-the-Solent) (On-Street Pay-and-Display Parking Places) Order 2022 as follows:

1.2 The addition of the following to Schedule I (On-Street Pay-and-Display Parking Places Monday to Sunday (inclusive) 10am – 6pm (no overnight stay for motor caravans))

Marine Parade West, south-west side

- (i) between a point 24 metres north-west of its junction with Richmond Road and a point 46 metres north-west of that point.
- (ii) between a point 16 metres south-east of its junction with Drake Road and a point 11 metres north-west of that point.
- (iii) between a point 5 metres north-west of its junction with Drake Road and a point 67 metres north-west of that point.
- (iv) between a point 79 metres north-west of its junction with Drake Road and a point 115 metres north-west of that point.

2. The deletion of item (iv) of schedule I – “Marine Parade West, south-west side, between a point opposite a point 18 metres north-west of its junction with Osbourne Road and a point 41 metres north-west of that point”.

3. The deletion of the words “PROVIDED that the vehicle remains within the parking place for a period not exceeding three hours” from article 19(a) in Part IV – Exemptions.
4. To correct a typographical error – change the word “Osbourne” to “Osborne”.
5. Item (v) of this order is a descriptive amendment which corrects an anomaly and contains no change of substance in the signs or lines on-site.
6. As highlighted above in addition to including the pay and display parking places into the main order the variation removes a description no longer required. The variation also removes a time limit for disabled badge holders who can now park for an unrestricted time at no charge. The variation further corrects a typographical error which will be corrected and a description amendment to the order only and no changes to the signs and markings.

## **2. Reason for the decision:**

- 2.1. The proposed introduction of pay and display parking at Marine Parade form part of the County Council's work to modernise the on-street parking service with the aim of reducing the scale of subsidy provided from general highway maintenance resources to support parking regulation and enforcement. The changes being proposed for Marine Parade will increase parking turnover and the likelihood of being able to find a convenient place to park, whilst operating the service on a full cost recovery basis.
- 2.2. 5 objections were received in response to the public consultation which took place between 8<sup>th</sup> April to 29<sup>th</sup> April
- 2.3. Due consideration has been given to RTRA section 122(1) and 122(2) and any other relevant legislation. In this case the Decision Maker acting on behalf of the Local Authority considers this Traffic Order expeditious, for the convenient and safe movement of vehicular and other traffic (including pedestrians) and for the provision of suitable and adequate parking facilities.
- 2.4. The decision outlined in paragraph 2.3 (above) to exercise the functions of the Local Authority under RTRA section 122(1) and 122(2) has been reached on the basis of what is reasonably practicable after due regard has been given to:

- the desirability of securing and maintaining reasonable access to premises for example Waiting and Loading/Unloading Restrictions.
- Retaining the current level of seafront parking.

**3. Other options considered and rejected:**

3.1. To do nothing and leave the current unrestricted parking arrangement. This option is rejected as it would not solve the issue of overnight campervan parking or enable the County Council to enforce and maintain the seafront parking on a full cost recovery basis.

**4. Scheme Funding:**

4.1. Capital

**5. Conflicts of interest:**

5.1. None

**6. Dispensation granted by the Head of Paid Service:**

6.1. None

**7. Supporting information:**

7.1. Local Member, Councillor Burgess, supports the implementation of pay and display parking, on the grounds that the scheme will be monitored post implementation and, if necessary, further complementary restrictions covering nearby residential roads will be considered.

7.2. Police – The Police no longer enforce on street parking; however, they have been consulted and raise no objection to the proposals

**Approved by:**

*Adrian Gray*

**Date:**

**9/6/2022**

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**Adrian Gray, Head of Highways (Traffic)**

**On behalf of the Director of Economy, Transport and Environment**

**Traffic Regulation Order – Proposed Pay and Display Parking Marine Parade, Gosport**

**Summary of Representations and Officer Comments**

Representation(s) from:	Representation(s)	Officer Comments
<b>Marine Parade</b>		
John Mills -	<p>With reference to the above I write to object against the proposed car parking meters for the following reasons.</p> <p>It is a known fact that the majority of households in the UK own two or more cars.</p> <p>As a Marine Parade West resident we have one underground allocated parking space. Therefore my car must be parked on Marine Parade West when not in use.</p> <p>We already pay council tax and do not understand why we should be penalised and made to pay to park outside our residence.</p> <p>I do not know of anywhere else in the local area where residents are forced to pay to park outside their residents.</p> <p>Also there is no allowance for disabled parking.</p>	A

<p>Lesley Charlton</p>	<p>With reference to the above I write to object against the proposed car parking meters. The majority of households, particularly in our local area, own two or more cars but most of the properties on the seafront at Lee on Solent only have parking for one vehicle. Indeed, we have just one underground allocated parking space. I believe that, if parking charges are being enforced, priority should be given to residents who are already paying council tax by way of a parking permit system with charges, if absolutely necessary, being levied on non-residents. I understand I am not the only person to have raised this issue and my fear is that no notice will be taken about the concerns of any of us but nevertheless, I respectfully request that you DO take notice of our objections and find a more suitable solution for us</p>	<p>A</p>
<p>Angela Ellis</p>	<p>We have a thriving yet not overly commercialised town here in lee-on-the-Solent , people visit from out of the area to walk on the beach, walk their dogs, get their children an ice cream and peruse our shops. Residents will most likely park at their homes, but even as a resident myself I often drive the 1 mile to the high street with my grandchildren to take them for breakfast or play at the park.</p> <p>Why would you want to completely quash this everyday activity for so many people.</p> <p>People WILL vote with their feet, people have already voted with their feet, there are virtually no cars parked on the stretches where you've already installed this hideous machines.</p> <p>You will single handedly kill the town!</p> <p>People will also vote with their ballot</p>	<p>B</p>

	<p>papers.</p> <p>Yes I do object.</p> <p>However, It will have absolutely no affect on parking meters being installed on the final tiny stretch of what was free parking.</p>	
<p>Jeff Boyling</p>	<p>I raise a number of objections.</p> <ol style="list-style-type: none"> <li>1. I object to the fact that the objections will be ignored because Hampshire County Council (HCC) has already decided to implement this scheme. The fact that HCC tried to do so in March but failed due to a planning oversight shows its intention to proceed.</li> <li>2. I object to the poor notification of this scheme. I saw only two notices the full length of Marine Parade West to the west of the Hovercraft Museum slipway and there were no notices delivered to the residents of Arismore Court advising of this scheme. A case of introduction by stealth by poor notification!</li> <li>3. Parking modernisation is a stated aim but my observations from Arismore Court is that there is nothing requiring modernisation and for that reason I raise an objection to this expense.</li> <li>4. Arismore Court is the home of a number of residents being attended by carers and other medical personnel. The original Traffic Order listed exemptions. It is essential that those providing care are not obstructed from doing so by the manner in which any scheme is implemented which means the system needs to be clearly advertised and easy for the carer to engage with. I object to anything which fails to make it simple.</li> <li>5. Parking turnover already happens west</li> </ol>	<p>A C, B</p>

	<p>of the Hovercraft Museum slipway along Marine Parade West. However, the implementation of the scheme in other parts will cause overflow parking and of particular concern is camper van / motorhomes being left overnight. I object that suitable signs and not meters has not been considered as a solution to that issue.</p> <p>6. The scheme will cause displacement parking and HCC does not appear to have given adequate consideration to the knock on effects. I have experienced this problem at first hand in London by the failure of the local council to listen to residents concerns. I object to the lack of demonstrated awareness displayed by HCC.</p> <p>7. Finally, I object to the lack of time frame given in the Traffic Order should it be approved. It makes it impossible to plan building works that may involve displaced parking by residents at Arismore Court.</p>	
<p>Angela Barham</p>	<p>I am writing to object to the Council putting Parking meters along the far end of Marine Parade West..my reason for this is that this far end of Lee on Solent, is completely blocks of flats, with multiple residents and cars... At this end of Lee on Solent there are NO back streets to park on. Directly behind all the flats are the Deadulus new builds and it is fenced off. Any visitors or people living in flats with no allocated parking or two cars will only have access to parking on Marine Parade West, this would also be the case for any Care workers, home help and delivery and work people.i.e. plumbers kitchen window fitters etc. I am a resident at Arismore Court and we have two cars, this now means I would need to park my car on Marine Parade west, at a cost of £6.00 per day (currently). Which equates to £2190 per year. Needless to say unless I win the lotto this is not viable for me...I am not the</p>	<p>A, D</p>

	<p>only resident in this situation. NO thought has gone into the infrastructure around our end of Lee on Solent. At the east end of Lee there are multiple back roads, where people can if they needed to be able to park during the day. There is no option at our end of the town. This is an absolute outrage and once again the council having no concern for elderly residents and residents with medical needs etc. Whilst I know this email will fall on deaf ears and have absolutely NO impact on the outcome ... and Meters will be installed, and the council will make a ton of money at the expense of residents who have for years been able to access parking at this end of Lee on Solent. It is an absolute disgrace.</p> <p>I look forward to hearing your response.</p>	
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As highlighted within the main report and as agreed with County Councillor Burgess, officers will monitor the impact of new restrictions post implementation and consideration will be given should further restrictions be deemed to be necessary. From survey data, current stays vary from short to all day users. Once new parking patterns have settled, data can be reviewed to assess if there is a need for additional restrictions.

The request for a resident parking scheme/permit parking is acknowledged with requests for such measures having previously been made by local residents in relation to the current unrestricted seafront parking. Increased visitor numbers, particularly to seafront locations, has resulted in significant additional pressure on the availability of parking across the UK. It is, however, important that the County Council does not routinely introduce parking controls, such as residential parking schemes, to address temporary issues.

It will again be prudent to see the impact of the new parking habits, as in some cases a residents parking may not in isolation solve the problem for all residents and thus cause unintended consequences. Residents parking zones will be chargeable to each household per permit which may not be supported in the main. Other restrictions may be considered in regard to more limited waiting or no waiting at certain times.

Disabled badge holders would be able to park for unrestricted time at no charge.

B)

The economy of UK high streets has been shown to be a very complex issue and one that has been subject to many recent national debates. It is widely recognised that numerous factors are at play including reduced incomes, the shift to online shopping, changing product demand, rising overheads for businesses and the increase of 'out of town' retail parks.

The County Council does not feel that the introduction of modest parking charges for on-street parking will deter people from visiting Marine Parade as one the main factors here is not exclusive parking for the High Street, as the parking in High Street in Gosport already has limited waiting provision to create turnover.

Past national surveys have identified that the majority of people are less likely to visit a location if there is uncertainty over the availability of convenient nearby parking rather than being deterred by reasonable parking charges. The introduction of chargeable parking is known to increase the turnover of parking spaces and it is also far easier to enforce those who overstay, unlike the current parking controls which are often abused. This will reduce the number of motorists driving around looking for a space, which cause avoidable delays and disproportionately adds to congestion, greenhouse gas emissions and air pollution.

C)

The County Council was granted Civil Parking Enforcement powers for Gosport as of September 2020 and has been delivering these functions in the borough since that date. To deliver the frontline enforcement service, the County Council works in partnership with specialist parking contractor, NSL. The contractor utilises the latest technology and is able to draw on many years of experience through similar contracts with UK councils to deliver a modern and efficient parking enforcement service to a consistent standard under the management of the County Council.

The County Council has also introduced a digital permit system for the management of Residential Parking Schemes across the borough and the districts of Fareham, Gosport, New Forest and Test Valley. Permit charges have been increased to £50 to ensure schemes operate on a full cost recovery basis.

D)

Money generated from parking charges will go back into the parking service to fund the County Council's associated costs including the maintenance of parking signs and lines, the cost of enforcement and the management of the parking service. The use of surplus on-street parking income, should it be generated, is governed by legislation in the form of the Road Traffic Regulation Act 1984 and the 2004 Traffic Management Act.

E)

Campervan parking along the seafront has been a longstanding cause of concern by local residents resulting in many calls for the introduction of measures to restrict parking. Specific complaints have related to long-stay and overnight campervan and motorhome parking coupled with some reports of anti-social behaviour and inappropriate disposal of waste. As part of the pay and display project it was requested by the local County and Borough members that a solution be sought to help address these concerns. The impact of the restrictions on campervan parking will be monitored, including potential for vehicles to be displaced to alternative nearby areas, once the scheme has been implemented with further measures considered if deemed necessary.

F) The notices placed on site were installed in the immediate locations where the order is proposed, no letter drop was given as the proposal concerns the wider public not just immediate residents. As has been stated, the amendment order is to include restrictions that were omitted in error in the original Traffic regulation order.