

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
CAMBRIDGESHIRE GUIDED BUSWAY PARK & RIDE SITES**

To: **Highways and Community Infrastructure Committee**

Meeting Date: **10th February 2015**

From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **All**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To determine objections received to the Traffic
Regulation Order (TRO) associated with parking
charges in the Longstanton and St Ives Park & Ride
Sites**

Recommendation: **Committee is recommended to:**

- a) Approve and make the Order as advertised**
- b) Inform the objectors accordingly**

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1. BACKGROUND

- 1.1** In September 2013 Cabinet agreed to the introduction of parking charges at the five Cambridge Park and Ride sites, with charges being introduced to meet the £1million per annum cost of operating the sites. These parking charges were implemented in July 2014.
- 1.2** The County Council's Economy and Environment Committee approved the introduction of parking charges at Guided Busway Park & Ride Sites at Longstanton and St Ives in November 2014. The introduction of parking charges would raise important revenue estimated at around £120k per annum and would contribute towards the costs of operating the Park and Ride sites.
- 1.3** Work is proceeding towards the implementation of parking charges at the Longstanton and St Ives Park and Ride sites in April 2015. The next step is to introduce a Traffic Regulation Order (TRO) to allow the County Council the authority to control and restrict parking, and to set the level and periods of operation of the charges (**Appendix 1**). The TRO also provides the legal authority for the County Council's parking team to enforce the restrictions at the sites.

2. TRO PROCESS

- 2.1** The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on the 19th December 2014. The statutory consultation period ran from 19th December – 18th January 2015.
- 2.3** The statutory consultation resulted in 5 objections/representations, which have been summarised in **Appendix 2**. Officer responses are also shown in the table.
- 2.4** On the basis of this analysis and for a consistent approach across all Park and Ride sites, it is recommended that the Order is made as advertised.

3 ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 Developing the local economy for the benefit of all**
People rely on the Busway services to gain access to employment, education, leisure activities and training. Many of the retail and other business sectors within the city rely on the Busway to transport their customers. However, it should be noted that even with this proposed

parking charge, the cost of using the Busway is still competitive with off and on street parking in Cambridge city.

The role of the Busway and the positive transport choice it offers is becoming even more important as the considerable housing and job growth in and around Cambridge continues.

3.2 Helping people live healthy and independent lives

Introducing parking charges will not reduce accessibility to Cambridge. However there may be a reduction in the number of journeys any individual makes as a result of introducing the charge.

3.3 Supporting and protecting vulnerable people

The Busway is vital for access to Cambridge city centre, key employment sites and also healthcare at Addenbrooke's Hospital. Whilst the introduction of charges may slightly reduce the number of people travelling for a period of time, the broad function will remain unchanged.

4 SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The cost of implementation of the parking charges will be covered by existing County Council budgets. The capital cost is around £135,000 and an annual revenue cost, including enforcement is £40,000, including licenses for the Automatic Number Plate Recognition system that will manage the car parking charging.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

There is also the potential impact of displaced parking, this has however been mitigated with the introduction of parking restrictions on Meadow Lane (St Ives) and the Longstanton Park & Ride Access Road.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been consulted along with all County Councillors, Parish Councils District Council etc.

Notices were placed in the local press and were also displayed in the both Longstanton and St Ives Park & Ride sites. The proposal was also available to view at County Council offices. In addition, notices are also available on the County Council's website.

4.5 Localism and Local Member Involvement

Members have been involved throughout the development of this project and supported the proposal.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection Economy & Environment Committee Report (11 th November 2014)	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1

Park and Ride Parking Places – charging schedule

Waiting time/period	Meadow Lane, St Ives Park and Ride Site Car Park	Station Road, Longstanton Park and Ride Site Car Park
Up to 1 Hour	Free	Free
Between 1 hour and 18 Hours	£1	£1
Season Tickets For Pre-Purchased 1-18 Hours Parking only	Annual £230 Four weekly £20	Annual £230 Four weekly £20
Between 18 hours and 24 hours	£10	£10
Between 24 hours and 48 hours	£20	£20
Between 48 Hours and 72 Hours.	£30	£30
Maximum Time Limit	72 Hours	72 Hours

Appendix 2 – RESPONSES RECEIVED

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p>This is my only means to get to work and I pay £1032 per year currently. These proposals will add another £300 plus a year in parking charges to me.</p> <p>It is unacceptable to hit commuters and the working public to facilitate the balancing of the County Council's overspending.</p> <p>Since the guided busway opened alternative bus routes or services in the locality have ceased.</p> <p>The proposals will lead to an increase in traffic and put people who rely on this service as a daily commute at a financial disadvantage.</p>	<p>The Council is dealing with unprecedented budget cuts and must explore all avenues of revenue generation to prevent cuts in services.</p>
2.	<p>I already pay £85 per month. The increase in parking charges would add another £20 a month. This would mean that I would pay £105 per month for this service.</p> <p>The buses are unreliable and there are an insufficient number of busses running at peak times to cope with demand.</p> <p>The proposed parking charge will encourage me to drive instead of using this service.</p>	<p>It is accepted that the charges will lead to an additional cost to current users. Discounts are available for regular users to reduce this impact.</p> <p>Comments regarding bus service reliability have been passed to the operators, Stagecoach and Whippet for their attention.</p>
3.	<p>When the park and ride system was introduced some years back it was with the promise that whilst there would be a charge for the bus fare to Cambridge, car parking would be remaining free.</p>	<p>Officers are not aware of any statement regarding parking remaining free and there is no current policy for keeping parking free at these sites</p>

Appendix 2 – RESPONSES RECEIVED

	<p>Driving to Cambridge has become progressively more difficult due to increases in the number of parking restrictions and the cost of parking itself.</p> <p>The park and ride system encourages bus use without an additional charge.</p> <p>The parking fee machines at the park and ride sites are not fit for purpose as has been shown with long queues forming at the machines and people having poor experiences with them.</p> <p>Stagecoach has offered to run coffee shops on the sites which would mean that parking would be able to be kept free of charge.</p>	<p>Issues arising from the introduction of ticket machines at park and ride sites are being addressed. The ticket machines at Longstanton and St.Ives will only issue the parking fee and not parking fee and bus travel as with the Cambridge Park and Ride machines.</p> <p>No approach has been made by Stagecoach</p>
4.	<p>I pay £85 for a monthly bus ticket and am appalled that you intend to charge for parking at this location.</p> <p>The service is already overpriced and overcrowded.</p>	<p>Additional buses have been ordered by Stagecoach to cope with the increasing demand.</p> <p>Operators regularly review capacity and that improvements have been made to services since the Busway has opened.</p>
5.	<p>The introduction of parking charges will discourage people from using the Park and Ride service thereby making the A14 busier.</p> <p>There are few costs associated with this car park; a charge for its use is therefore unjustified.</p>	<p>The report to Economy and Environment Committee notes that there may be a slight reduction in passenger numbers following the introduction of the parking charge.</p> <p>However the usage of the CGB has grown significantly since its opening in August 2011 demonstrating that it is a popular and convenient way to access Cambridge and the Market towns along its route.</p>