

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH  
PARKING CHARGES REVIEW – CAMBRIDGE CITY AND  
HUNTINGDONSHIRE**

*To:* Highways and Community Infrastructure Committee

*Meeting Date:* 15<sup>th</sup> July 2014

*From:* John Onslow - Service Director : Infrastructure  
Management & Operations

*Electoral  
division(s):* West Chesterton, Abbey, Market, Petersfield,  
Trumpington, Arbury, Castle, Newnham, St Neots, St  
Ives and Huntingdon

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

*Purpose:* To determine objections received to the Traffic  
Regulation Order (TRO) associated with Parking  
Charges review – Cambridge City and  
Huntingdonshire

*Recommendation:* a) Approve and make the Order, with the exception  
of Aylestone Road, Defreville Avenue,  
Humberstone Road and Montague Road which will  
be removed from the proposals  
b) Inform the objectors accordingly

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## **1. BACKGROUND**

- 1.1** It is essential that on-street car parking is used to support the Council's objectives of promoting the local economy and helping to ensure that traffic can keep moving.
- 1.2** Recognising that the current on-street parking charges and usage data had not been reviewed for a number of years, Cabinet agreed at it's meeting of 29<sup>th</sup> October 2013 to review current charges, length of stay and operational hours for on-street parking in Cambridge City and Huntingdonshire.
- 1.3** Following an extensive informal consultation exercise, Cabinet agreed at it's meeting of 4<sup>th</sup> March 2014, to proceed to statutory consultation.
- 1.4** A summary of the proposals for On Street Pay and Display Parking Charges and Time Limits (Monday to Saturday) in Cambridge City are included in **Appendix 1**.
- 1.5** A summary of the proposals for On Street Pay and Display Parking Charges and Time Limits (Sunday) in Cambridge City are included in **Appendix 2**.
- 1.6** The proposals for Huntingdonshire (St Neots, St Ives and Huntingdon) are to:
  - increase parking charges from 30p per hour (set in 1998) to 80p per hour.
  - introduce a tariff of 20p per 15 minutes to increase flexibility of duration options.
  - continue with all on-street parking in Huntingdonshire having a maximum stay of 1 hour.
  - keep the current hours of enforcement, Monday to Saturday 8am to 6pm.

## **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 covering Cambridge City was advertised in the Cambridge News on 17<sup>th</sup> April 2014. The statutory consultation period ran from 17<sup>th</sup> April – 9<sup>th</sup> May 2014.
- 2.3** The TRO covering St Neots, St Ives and Huntingdon was advertised in the Huntingdon & St Ives Weekly News on 16<sup>th</sup> April 2014. The statutory consultation period ran from 16<sup>th</sup> April – 14<sup>th</sup> May 2014.

## **2.4** The statutory consultation resulted in:

- 44 objections to the proposals for On Street Pay and Display Parking Charges and Time Limits (Monday to Saturday) in Cambridge City.
- 12 objections to the proposals for On Street Pay and Display Parking Charges and Time Limits (Sunday) in Cambridge City.
- 15 objections to the proposals in St Neots
- 1 objection to the proposals in St Ives
- no objections to the proposals in Huntingdon

## **2.5** The responses received and officer comments are detailed in Appendices 3, 4, 5 and 6. On the basis of this analysis, it is recommended that the Orders are made to:

- ensure maximum availability of parking spaces through encouraging turnover of spaces for shoppers or visitors to a local area.
- bring charges in line with off-street charges within Huntingdonshire.

Following review of the responses received, it is recommended that Aylestone Road, Defreville Avenue, Humberstone Road and Montague Road are removed from consideration and remain as they currently are.

## **3. ALIGNMENT WITH CORPORATE PRIORITIES**

### **3.1 Developing the local economy for the benefit of all**

The effective management of parking improves accessibility to businesses which supports commercial viability. The review is aimed at ensuring the spaces are being used appropriately by a number of visitors using local businesses or community facilities.

### **3.2 Helping people live healthy and independent lives**

There are no significant implications for this priority.

### **3.3 Supporting and protecting vulnerable people**

Blue badge holders are exempt from on-street parking charges and time limits. Residents in need of health care visits are eligible to apply for free visitor's permits, where a residents parking scheme is in operation.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The proposed on-street parking charges are expected to cover the operational cost of the scheme. Any surplus generated is re-invested in environmental, highway and transport improvement projects in accordance with current legislation.

#### **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.

#### **4.3 Equality and Diversity Implications**

A Community Impact Assessment has been completed for this proposal and there are no significant implications identified in relation to Equality and Diversity.

#### **4.4 Engagement and Consultation Implications**

The informal consultation process consisted of an extensive engagement exercise. The consultation was circulated to key contacts in each area including the District and City Council, Town Councils and County Councillors as well as key groups to forward to their members, such as Business Improvement District, Cambridge Retail and Commercial Association and Visit Cambridge. The consultation was promoted on Shape Your Place and the Council's website.

The statutory consultees have been consulted – County Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed in the roads affected by the TRO. The proposal was also available to view at the District and County Council offices. In addition, notices are also available on the County Council's website.

#### **4.5 Localism and Local Member Involvement**

The local members were consulted during the informal and statutory consultations.

#### **4.6 Public Health Implications**

There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP
Cabinet Agendas and Minutes - 29.10.2013	<a href="http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=765">http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=765</a>
Cabinet Agendas and Minutes – 04.03.2014	<a href="http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/Meeting.aspx?meetingID=730">http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/Meeting.aspx?meetingID=730</a>

<b>Appendix 1 – ON STREET PAY AND DISPLAY PARKING CHARGES AND TIME LIMITS MONDAY TO SATURDAY</b>						
<b>No.</b>	<b>STREETS OR PARTS OF STREETS</b>	<b>TARIFF</b>		<b>TIME LIMIT</b>		<b>HOURS OF OPERATION</b>
		<u>Existing</u>	<u>Proposed</u>	<u>Existing</u>	<u>Proposed</u>	<u>Unchanged</u>
1	Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)	50p for 10 minutes	No change	1 hour	No Change	Monday to Saturday 8.30am to 6.30pm
2	Jesus Lane, Park Terrace Sun St	50p for 10 minutes	60p for 15 Minutes	1 hour	2 Hour	Monday to Saturday 8.30am to 6.30pm
3	Brookside, Lensfield Road, Regent Street , Tennis Court Road, Trumpington Street (south of Silver Street)	50p for 10 minutes	No change	2 hour	No Change	Monday to Saturday 8.30am to 6.30pm
4	Newnham Road (west side near Maltings Lane), Queen's Road	50p for 10 minutes	60p for 15 Minutes	2 hour	4 Hour	Monday to Friday 9.30am to 5.00pm Saturday 9.00am to 5.00pm (No Waiting Monday to Friday 7.00am to 9.30am)
5	Bateman Street, Canterbury Street, Castle Street, Chesterton Road, Devonshire Road (Tenison Rd) Emery Street, Ferry Path, Glisson Road,(Mill St) Gwydir Street (Mill Rd), Hamilton Rd, Histon Road,(Hairdressers), Mawson Road, Mill Street, Norfolk Street, Northampton Street, Panton Street, Pemberton Terrace, Pound Hill, Russell Street, St. Barnabas Road, Tenison Road (north of George Pateman Court), Mill Road Council Depot Access Road	50p for 30 minutes	No change	2 hour	No Change	Monday to Saturday 9.00am to 5.00pm

<b>Appendix 1 – ON STREET PAY AND DISPLAY PARKING CHARGES AND TIME LIMITS MONDAY TO SATURDAY</b>						
<b>No.</b>	<b>STREETS OR PARTS OF STREETS</b>	<b>TARIFF</b>		<b>TIME LIMIT</b>		<b>HOURS OF OPERATION</b>
		<u>Existing</u>	<u>Proposed</u>	<u>Existing</u>	<u>Proposed</u>	<u>Unchanged</u>
6	Abbey Rd, Arthur St, DeFreville Ave, Devonshire Rd (Mill Rd),Fisher St, Gwydir St (Cambridge Blue), Harvey Rd,Histon Rd (Jct Victoria Rd), Holland St, Humberstone, Kingston St, Montague Rd, Norwich St, Ravensworth Gardens, Russell Court, St Pauls Rd, St Peter's St, Shelly Row	50p for 30 Minutes	No Change	2 Hour	4 Hour	Monday to Saturday 9.00am to 5.00pm
7	Priory Rd, Saxon Rd, Tenison Ave,	50p for 30 Minutes	No Change	2 Hours	8 Hour	Monday to Saturday 9.00 am to 5.00 pm
8	Gresham Road, Newnham Road (adjacent to Lammas Land), West Road,	50p for 30 Minutes	No Change	4 Hours	No Change	Monday to Saturday 9.00 am to 5.00 pm
9	Aylestone Rd, Lady Margret, Mount Pleasant, Newnham Walk Ridley Hall Rd, Sidgewick Ave, Wordsworth Grove	50p for 30 Minutes	No Change	4 Hours	8 Hours	Monday to Saturday 9.00 am to 5.00 pm
10	Chesterton Road (outside numbers 34 to 46) Milton Road (Mitcham's Corner) layby adjacent to Springfield Road	20p for 15 minutes	No change	1 hour	No Change	Monday to Saturday 9.00 am to 5.00 pm
11	Clarendon Road, Cutter Ferry Close, Shaftesbury Road, Station Road, Trumpington Road, Union Road Huntingdon Road, Broad Street, River Lane, Riverside, Walnut Tree Avenue St. Matthew's Street, Sturton Street, Tenison Road (south of George Pateman Court)	50p for 30minutes	No Change	8 hours	No Change	Monday to Saturday 9.00 am to 5.00 pm

<b><u>Appendix 1 – ON STREET PAY AND DISPLAY PARKING CHARGES AND TIME LIMITS MONDAY TO SATURDAY</u></b>						
<b>No.</b>	<b>STREETS OR PARTS OF STREETS</b>	<b>TARIFF</b>		<b>TIME LIMIT</b>		<b>HOURS OF OPERATION</b>
		<u>Existing</u>	<u>Proposed</u>	<u>Existing</u>	<u>Proposed</u>	<u>Unchanged</u>
12	Bentley Road, Newton Road	5p for 15minutes	10p for 15 Minutes	30 minutes	No Change	Monday to Saturday 7.00 am to 5.00 pm
13	Parkside (o/s nos. 37-38)	50p for 20minutes	No change	20 minutes	No Change	Monday to Saturday 9.00 am to 5.00 pm

<b>Appendix 2 – ON STREET PAY AND DISPLAY SUNDAY PARKING CHARGES AND TIME LIMITS</b>						
<b>No.</b>	<b>STREETS OR PARTS OF STREETS</b>	<b>TARIFF</b>		<b>TIME LIMIT</b>	<b>PROPOSED HOURS OF OPERATION</b>	
		<u>Existing</u>	<u>Proposed</u>		<u>Existing</u>	<u>Proposed</u>
1	Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)	Free	50p for 15 minutes	2 hour	9.00 am to 5.00 pm	
2	Brookside, Lensfield Road, Regent Street (south of Park Terrace), Tennis Court Road, Trumpington Street (south of Silver Street) Park Terr	Free	50p for 15 minutes	4 hours		9.00 am to 5.00 pm
3	Bateman St, Castle St, Chesterton Rd, Gresham Rd, Jesus Lane, Milton Rd, Norwich St, Newnham Rd (west side near Maltings Lane), Northampton Street, Panton St, Pemberton St, Pound Hill, Queens Rd, Russell Court, Russell St, Sun St, West Rd	Free	50p for 30 minutes	4 hours	9.00 am to 5.00pm	
4	Broad St, Cutter Ferry Close, Lady Margret Road, Mount Pleasant, Newnham Walk, Ridley Hall Rd, Sidgewick Avenue, Station Rd, Trumpington Rd, Union Rd, Wordsworth Grove	Free	50p for 30 minutes	8 hours	9.00 am to 5.00 pm	
5	Abbey Road, Arthur Street, Aylestone Road, Beche Road, Bentley Road, Canterbury Street, Chesterton Road (outside 170), Clarendon Road, DeFreville Avenue, Devonshire Road, Emery Street, Ferry Path, Fisher Street, Glisson Road, Gwydir Street, Hamilton Road, Harvey Road, Histon Road, Holland Street, Humberstone Road, Huntingdon Road, Kingston Street, Mawson Road, Mill Road (Council Depot), Mill Street, Montague Road, Newton Road, Norfolk Street, Parkside, Priory Road, Ravensworth Gardens, River Lane, Riverside, Shaftsbury Road, St Barnabas Road, St Paul's Road, St Peter's Street, St Matthew's Street Saxon Road, Shelly Row, Sturton Street, Tenison Avenue, Tenison Road, Walnut Tree Avenue	Free	No Change			



**Appendix 3 - RESPONSES RECEIVED TO MONDAY TO SATURDAY CHARGES & TIME LIMITS PROPOSAL – CAMBRIDGE CITY**

<b>SUMMARY OF RESPONSES RECEIVED (44 in total)</b>	<b>OFFICER RESPONSE</b>
<p>Objections on the grounds of:</p> <ul style="list-style-type: none"> <li>- changes in Sidgwick Avenue;</li> <li>- changes would constitute illegal secondary discrimination under the Equality Act 2010;</li> <li>- increased noise and litter;</li> <li>- turn pay &amp; display zones into city centre car parks, but cheaper;</li> <li>- prevents short term visitors;</li> <li>- Park &amp; Ride should be free;</li> <li>- Aylestone Road time increase from 4 to 8 hours;</li> <li>- requests that De Freville area is removed from the proposals;</li> <li>- reduce safety;</li> <li>- lack of consultation / insufficient publicity about proposals;</li> <li>- proposals will upset too many people;</li> <li>- will increase traffic in the area;</li> <li>- current situation appears to be working;</li> <li>- increase problems for residents;</li> <li>- year on year increase of parking charges;</li> <li>- cost cutting exercise regarding use of civil enforcement officers;</li> <li>- pay and display is currently underused;</li> <li>- commuters will monopolise the spaces;</li> <li>- hours of residents permits here should be extended to the maximum possible and include Sunday;</li> <li>- bays were provided as part of the Residents Parking Scheme for short term parking to allow visits to local shops, restaurants and businesses, not for long term use;</li> </ul>	<p>Extensive informal consultation was carried out. The consultation was promoted on Shape Your Place and the Council's website. The consultation was also circulated to key contacts, including the City Council and County Councillors as well as key groups to forward to their members, such as Business Improvement District, Cambridge Retail and Commercial Association and Visit Cambridge. The proposals are based on the feedback that was received during this informal consultation stage.</p> <p>The introduction of / changes to parking charges do not conflict with the Equality Act 2010. The Equality Act 2010 brings together nine distinct pieces of legislation regarding discrimination. The advertised proposals do not in any way seek to discriminate against any part of society.</p> <p>Following the informal consultation, a public notice was published in the Cambridge News on the 17<sup>th</sup> April 2014 detailing the proposal and providing information as to the correct process for making objections. Further information was deposited for public access at the Reception of Castle Court. In addition to statutory consultees such as the emergency services, who were asked to provide comments, notices were also placed on sites that would be affected by the proposed scheme and on the County Council website.</p> <p>The maximum length of stay and associated charge for on-street parking can determine whether the spaces are being used appropriately by a number of visitors using local businesses or community facilities.</p> <p>It is proposed to decrease the charges in several locations.</p>

**Appendix 3 - RESPONSES RECEIVED TO MONDAY TO SATURDAY CHARGES & TIME LIMITS PROPOSAL – CAMBRIDGE CITY**

<b>SUMMARY OF RESPONSES RECEIVED (44 in total)</b>	<b>OFFICER RESPONSE</b>
<ul style="list-style-type: none"> <li>- changes being made on Pretoria Road and Kimberley Road;</li> <li>- wants to extend the current residents parking from 9:30-17:00 Mon - Sat to 9:30 - 20:00 Mon – Sun;</li> <li>- current pay and display system is there to encourage shopping locally;</li> <li>- appears to be a foregone conclusion and perhaps a precursor to more and similar changes;</li> <li>- extension of pay and display should be directed to local business owners so that the idea that residents' parking is extended to business owners who prove use of a vehicle is essential for their business should be replaced by (a) taking them out of the residents' scheme and (b) enabling business owners to park for longer periods in pay and display.</li> </ul>	<p>There will be no change to the Civil Enforcement Officers patrol patterns due to any changes in the maximum stay of the Pay &amp; Display bays.</p> <p>Any changes to the hours of operation within the DeFreville scheme would require a majority of resident's approval and would require to be taken forward as a separate project.</p> <p>There are no proposed changes to Pretoria Road and Kimberley Road.</p> <p>The Pay and Display bays which are predominately used by shoppers namely Ferry Path Hamilton Road and Chesterton Road are to remain the same.</p> <p>Any changes to the usage of business permit's would require a change to the Parking Policy which would need to be agreed through the Highways and Community Infrastructure Committee.</p> <p>The Elected Members that sit on the Highways and Community Infrastructure Committee are responsible for deciding which proposals if any are to be agreed. Therefore there is no foregone conclusion which if any proposals will be granted approval.</p> <p>The 2 hour bays on Ferry Path, Hamilton Road and Chesterton will remain the same.</p>

**Due to the responses received, it is recommended that Aylestone Road, Defreville Avenue, Humberstone Road and Montague Road are removed from consideration and remain as they currently are.**

**Appendix 4 - RESPONSES TO SUNDAY CHARGING PROPOSAL – CAMBRIDGE CITY**

<b>No.</b>	<b>RESPONSE RECEIVED</b>	<b>OFFICER RESPONSE</b>
1	Objection on the grounds of: - already over regulated; - request for soft landscaping.	Sunday charging seeks to free up the limited amount of on-street parking in central locations available for those who wish to visit the City or use community facilities. Such spaces are often taken up by residents or people working in the City who take advantage of free parking to park more centrally than they would in the week. There will still be a number of streets where parking will remain unrestricted on a Sunday. The request for further soft landscaping has been noted and Officers will continue to incorporate into scheme designs where feasible.
2,3, 4 & 5	Objection on the grounds of: - money making; - kill off traders in town; - impacting their ability to access the town.	On-street car parking is used to support the Council's objectives of promoting the local economy and helping to ensure that traffic can keep moving. The purpose of introducing a Sunday charge is to allow a multiple use of bays thus enabling them to be utilised by shoppers or visitors.
6	Objection on the grounds of: - it is unfair to charge 7 days a week; - revenue raising exercise; - public transport availability should be increased at the same time as parking charges.	Please refer to Officer Response above. The County Council works closely with public transport operators and seeks to promote the use of public transport as a viable mode of travel.
7, 8, 9, 10, 11 & 12	Objection on the grounds of: - making it harder for those wishing to attend Church in Cambridge; - one of the respondents also requests a judicial review; - questions the use of the money raised.	There will still be a number of streets where parking will remain unrestricted on a Sunday. A judicial review can only be done when you seek to challenge the decision rather than the proposal. Money raised will be put back into the parking operation, with any surplus being spent on environmental, highway and transport improvement projects.

## **Appendix 5 - RESPONSES TO ST NEOTS PARKING CHARGES INCREASE**

<b>SUMMARY OF RESPONSES RECEIVED (15 in total)</b>	<b>OFFICER RESPONSE</b>
<p>Objections on the grounds of:</p> <ul style="list-style-type: none"> <li>- parking should be provided for all purposes;</li> <li>- proposal is just to increase revenue;</li> <li>- no justification for this scheme which is supposed to benefit St Neots.</li> <li>- increase in charges will kill off the town completely.</li> <li>- current charges are suitable for my needs;</li> <li>- increase in charges will not encourage people to come to St Neots;</li> <li>- there are not enough short stay spaces in St Neots.</li> <li>- keep current price.</li> <li>- if necessary increase to 50p.</li> <li>- most people will only need one hour, if they need longer they will use alternative car parks.</li> <li>- Operations Committee of St Neots Town Council felt that the increase in parking charges is not justified;</li> <li>- evidence and analysis of the proposed rise must be carried out to show that there will be no negative effects to the town or the local economy.</li> <li>- all the free parking has disappeared,</li> <li>- charges only ever seem to increase;</li> <li>- people will not visit the town centre should the price increase.</li> <li>- should be lowering prices to encourage footfall.</li> <li>- public transport here is weak, we need to support local business and drive footfall in the town;</li> <li>- need to publish a full report on the benefits of increasing the car parking charges for St Neots.</li> <li>- is a 266% increase in price.</li> </ul>	<p>An informal consultation was undertaken in Huntingdonshire to gather views about on-street parking needs. From the consultation 65% of respondents were supportive of an on-street charge that was equal to or higher than off street parking charges. This is currently 80p for the first hour in all inner and mid-term off-street car parks in Huntingdonshire. As the main aim of the on-street parking area in St Neots is to allow short duration stays, it is proposed that a tariff of 20p per 15 minutes is introduced to increase flexibility of duration options.</p> <p>The issues that impact on the health of a town centre are various, multi-faceted, overlapping and ultimately complex. The size of the centre, the public transport alternatives, consumer demographics, the composition and quality of the leisure offer, the proximity of competing destinations and many more issues, all play their part in the decision-making process for the consumer.</p> <p>The issue of ownership of the Market Square and The Charter Rights are being dealt with as a separate issue not related to the increase in charges.</p>

**Appendix 5 - RESPONSES TO ST NEOTS PARKING CHARGES INCREASE**

<b>SUMMARY OF RESPONSES RECEIVED (15 in total)</b>	<b>OFFICER RESPONSE</b>
<ul style="list-style-type: none"><li>- there has been no consultation with the local community.</li><li>- purpose of the market square charges is to provide a minimum charge to enable a short-stay car park operation;</li><li>- St Neots Market Square is understood to be owned by St Neots Town Council who have not agreed to proposed increase in charges;</li><li>- increase in charge is contrary to the strategy contained in St Neots Neighbourhood Plan;</li><li>- other market towns in the County have free parking and these should be charged first if the County wish to cover the costs of providing car parking;</li><li>- Market Square should not be regarded as on-street parking – previous court challenges under similar circumstances have shown this not to be the case;</li><li>- the Charter Rights to the Market Square are owned by the Rowley family.</li><li>- A High Court ruling was made in 2013 (in Berkshire) preventing on-street parking charges being used to raise revenue for use other than to maintain the car park;</li><li>- on-line consultation is not available to complete and therefore the consultation process is flawed.</li><li>- increases are totally unjustifiable.</li><li>- machines will not give change.</li><li>- increase on car parking charges would have detrimental effect on pensioners who visit the Market Square.</li><li>- free parking should be introduced similar to East Northants District Council.</li><li>- an increase in price to 80p is</li></ul>	

**Appendix 5 - RESPONSES TO ST NEOTS PARKING CHARGES INCREASE**

<b>SUMMARY OF RESPONSES RECEIVED (15 in total)</b>	<b>OFFICER RESPONSE</b>
<p>unacceptable and will deter me from visiting the town centre;</p> <ul style="list-style-type: none"><li>- council tax payers should get free passes to use St Neots car parks;</li><li>- the notice was unclear;</li><li>- objects to any increase in parking charges.</li></ul>	

**Appendix 6 - RESPONSES TO ST IVES PARKING CHARGES INCREASE**

<b>No.</b>	<b>RESPONSE RECEIVED</b>	<b>OFFICER RESPONSE</b>
1	St Ives Town Council Members considered that the proposal was not a suitable solution. The Town Council asks that the parking spaces on Market Hill should be for no more than half an hour, at an appropriate rate.	<p>An informal consultation was undertaken in Huntingdonshire to gather views about on-street parking needs. The majority of comments for St Ives favoured the hour limitation whereas in St Neots and Huntingdon, some respondents suggested extending the length of stay up to 3 hours. As visitors to all these areas have access to longer term off-street parking facilities, it is recommended that all on-street parking in Huntingdonshire continue to have a maximum stay of 1 hour. This would continue to enable visitors a suitable option for short visits to the town centres.</p> <p>As the main aim of the on-street parking area in St Ives has been to allow short duration stays in the key central area, it is proposed that a tariff of 20p per 15 minutes be introduced to increase flexibility of duration options.</p>