

Date: Tuesday, 26 January 2016

Democratic and Members' Services

Quentin Baker

LGSS Director: Law, Property and Governance

16:30hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

**Kreis Viersen Room
Shire Hall
Cambridge
CB3 0AP**

AGENDA

Open to Public and Press

Apologies for Absence

Declarations of Interest

*[Guidance for Councillors on declaring interests is available at
<http://tinyurl.com/ccc-decoint>]*

Minutes of the meeting held 14th July 2015

3 - 6

Petitions

**Traffic Regulation Order objections associated with Albion Row,
Cambridge**

7 - 14

City Local Highway Improvement member panel arrangements

15 - 18

The Cambridge City Joint Area Committee comprises the following members:

Councillor Kevin Blencowe (Chairman) Councillor Dan Ratcliffe (Chairman) Councillor Richard Robertson (Chairman) Councillor Catherine Smart (Chairman) Councillor Anna Smith (Chairman) Councillor Damien Tunnacliffe (Chairman) Councillor Edward Cearn's Councillor Noel Kavanagh Councillor Ian Manning Councillor Jocelynne Scutt Councillor Amanda Taylor and Councillor Ashley Walsh

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Clerk Name: Ruth Yule

Clerk Telephone: 01223 699184

Clerk Email: ruth.yule@cambridgeshire.gov.uk

The County Council is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chairman of the Council and political Group Leaders which can be accessed via the following link or made available on request: <http://tinyurl.com/ccf-film-record>.

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <http://tinyurl.com/cambs-constitution>.

The Council does not guarantee the provision of car parking on the Shire Hall site and you will need to use nearby public car parks <http://tinyurl.com/ccf-car-park> or public transport

CAMBRIDGE CITY JOINT AREA COMMITTEE: MINUTES

Date: Tuesday 14th July 2015

Time: 4.30pm –5.55pm

Present: County Councillors Cearns, Kavanagh, Scutt, Taylor and Walsh; City Councillors Blencowe, Ratcliffe, Robertson, C Smart, Smith and Tunnacliffe

Apologies: County Councillor Manning

20. ELECTION OF CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2015-16

It was resolved to elect City Councillor Blencowe Chairman of the Committee for the municipal year 2015-16.

21. ELECTION OF VICE-CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2015-16

It was resolved to elect County Councillor Scutt Vice-Chairwoman of the Committee for the municipal year 2015-16.

22. DECLARATIONS OF INTEREST

There were no declarations of interest.

23. MINUTES OF THE MEETING HELD ON 25th MARCH 2015

The minutes of the meeting held on 25th March 2015 were agreed as a correct record and signed by the Chairman.

Councillor Catherine Smart pointed out that there was also a Cambridge City Councillor Martin Smart, and asked that her initial be used in future to avoid any confusion with the other Councillor Smart.

24. TRAFFIC REGULATION ORDERS OBJECTIONS ASSOCIATED WITH:

(A) Godwin Way, Cambridge

The Committee received a report on objections received to the Traffic Regulation Order (TRO) associated with a proposed double yellow line parking restriction opposite the junction of Godwin Way and Godwin Close. Members noted that the problem was one of inconsiderate parking round junctions.

A local resident spoke, objecting to the proposed new double yellow lines on Godwin Way and explaining the difficulties that the current arrangements caused, which resulted in her frequently contacting the Police about inconsiderately parked cars restricting access to her driveway. It would help her if a white H line could be painted across the driveway entrance. The Committee viewed online images of the junction.

The resident's daughter spoke, also objecting to the proposal. Because of the parked cars, her mother had to help her cross the road to get to school; she had completed her cycling proficiency training but was unable to use her bike because cars were in the way. More people would park outside their house if more yellow lines were added; as it was, they could not see out of their driveway.

Speaking as local member, Councillor Taylor clarified that she did not fully support the proposal as it stood; she would have liked to see yellow lines on both sides. An H marking was not as efficacious as yellow lines, and involved the resident paying for the marking; it was not reasonable to expect residents to pay to cure the problem.

In the course of discussion, members

- noted that the provision of an access protection marking (H marking) had been discussed with the resident; this would be at a reduced cost if it was painted at the same time as other road marking. Such a marking was not subject to a TRO but was there to highlight the fact that parking across a dropped kerb constituted obstruction. Enforcement of access protection markings was a matter for the Police, because it was obstruction, whereas double yellow lines were enforced by local authority parking officers, not the Police
- suggested that the additional yellow lines were unnecessary because the Highway Code already advised that motorists should not park on junctions
- suggested that the proposed double yellow lines should be supported, with the addition of access protection marking across dropped kerbs where requested
- noted that any resident could request a access protection marking, but this would only be at reduced cost if completed when other adjacent road painting was being undertaken at the same time; supplying the marking at reduced cost would be possible in this case if the work was done with the yellow lining.

It was resolved unanimously to:

- a) Approve and make the order as advertised;
- b) Inform the objectors accordingly.

(B) William Smith Close, Cambridge

The Committee received a report on objections received to the Traffic Regulation Order (TRO) associated with William Smith Close. Members noted that the majority of residents of William Smith Close had access to off-street parking.

Mr Ian Rudy spoke as a resident of William Smith Close. He explained that there were two areas of difficulty about the proposals, the junction with Rustat Road and a bend further down William Smith Close. The bend outside number 14 could benefit from double yellow lines, though none were proposed. His greater concern was the length of the lines proposed for the north side of the road at the junction with Rustat Road. Residents were confident that the junction was not the source of current problems, a view confirmed by talking to the refuse collectors, and they did not expect displacement parking because most houses in William Smith Close had dropped kerbs, and commuters did not currently park there.

Mr Rudy asked that, if there were to be double yellow lines at the entrance to William Smith Close, those on the north side be limited to 10m, corresponding to the Highway Code's prohibition of parking within 10m of a junction. Reducing the length would help him and other residents.

Speaking as a local member, City Councillor C Smart explained that the previous County local member (Councillor Kilian Bourke) had taken up the question of parking in William Smith Close because there was an intermittent problem of fly parking in the Close, and if this coincided with bin collection, it could cause difficulties, either on the junction with Rustat Road or within the Close itself. She herself had received several emails about the matter, and supported the proposal to restrict parking.

City Councillor Smith, also a local member, expressed support for shortening the lines at the junction with Rustat Road to 10m unless officers were aware of a specific reason for the longer length. This was not the area of the Close with the greatest parking problems.

Discussing the proposal, members

- queried the reason for restricting parking on the hammerhead at the end of the Close. Officers advised that the hammerhead was intended for turning vehicles; the proposals had been designed in consultation with the City Council's refuse teams, who had said that any vehicle parked in the hammerhead presented a problem for large vehicles wishing to turn and also made it difficult to access the bin stores for emptying
- noted that it would be possible to reduce the length of the parking restriction at the junction with Rustat Road without a further TRO process; the 12m length ended at a lamp column and just before a dropped kerb
- suggested that it would make more sense to have the same length of yellow lines on both sides of the junction with Rustat Road rather than reduce the length only on the north side.

It was proposed by Councillor Smith and seconded by Councillor Robertson that the length of the proposed double yellow lines at the junction with Rustat Road be reduced from 12m to 10m at the William Smith Close end of the lines on both sides of William Smith Close. On being put to the vote, this amendment to the advertised scheme was agreed by a majority.

It was resolved unanimously to:

- a) Approve and make the order as advertised, subject to reducing the length of the double yellow lines at the junction with Rustat Road from 12 metres to 10 metres at the William Smith Close end of the lines on both sides of William Smith Close
- b) Inform the objectors accordingly.

25. LOCAL HIGHWAY IMPROVEMENT SCHEME

The Committee received a report on the outcome of the member review of the Local Highway Improvement Scheme (LHIS), noting that the Highways and Community Infrastructure Committee had received a report with the background to the review and subsequent recommendations at its meeting on 7th July 2015. The Joint Area Committee was being invited to create a six-member panel to prioritise LHIS applications in the Cambridge City area, in order to be consistent with the rest of county and to improve the efficiency of the prioritisation process.

Members noted that creating a panel would remove the need for the whole Joint Area Committee to consider individual LHI Applications. The City Council had a minor highway works budget that provided matched funding; the sequence would be that

- each area committee would prioritise applications, which would be presented by City officers
- the selected applications would then be appraised by County officers and presented to the proposed LHI member panel to score the four LHI category areas
- the Joint Area Committee would then determine the City Council third party funding contributions for each of the schemes prioritised by the LHI member panel.

Discussing these arrangements, members expressed some concern that being restricted to selecting a maximum of eight applications from each City Council Area Committee area removed the previous link between number of applications and number of wards; different area committees covered different numbers of wards. Members observed that the City Council set up the area committees, but the County Council established the Local Highway Improvement Scheme.

Considering the recommendation to form a panel, members agreed that this was desirable and that it should be made up of equal numbers of City members and County members. A County member said that it would be desirable for County members of area committees to have speaking and voting rights when the area committees were considering the prioritisation of LHI applications. The Chairman undertook to raise this point at the Area Chairs' meeting.

It was resolved unanimously:

- a) to agree to the creation of a six-member panel to prioritise LHI applications in the city area
- b) that County Councillors Kavanagh, Taylor and Walsh and City Councillors Blencowe, C Smart and A Smith serve on the panel, with County Councillors Cearns and Scutt as substitutes, and City Councillors Ratcliffe and Tunnacliffe as alternates.

Chairman

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
ALBION ROW, CAMBRIDGE**

To: Cambridge City Joint Area Committee

Meeting Date: 26th January 2016

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Castle

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

Purpose: To determine objections received to the Traffic
Regulation Order (TRO) associated with Albion Row,
Cambridge

Recommendation: a) Approve and make the Order as advertised
b) Inform the objectors accordingly

<i>Officer contact:</i>	
Name:	Sonia Hansen
Post:	Traffic Manager
Email:	sonia.hansen@cambridgeshire.gov.uk
Tel:	01223 743817

1. BACKGROUND

- 1.1** Albion Row (Castle Ward) is currently a one way street that links Shelley Row to Lady Margaret Road. It is strategically significant (despite being a small street) in that it is part of a series of connecting streets that link Castle Street to Madingley Road (Appendix 1).
- 1.2** The Albion Row zebra crossing scheme has been put forward in order to provide a safer route for pedestrians and a formal crossing point in a strategic location on the existing one way circulatory system. The scheme is to be jointly funded by Cambridge City Council and Cambridgeshire County Council.
- 1.3** The introduction of a Zebra Crossing at this location (Appendix 2) will necessitate the amendment of existing on street parking places (Traffic Regulation Order). Existing residents' parking places that have been supplanted by the proposed crossing will be moved to Mount Pleasant which will in turn replace some existing pay and display parking there. It is important to note that there will be no overall loss of residents' parking capacity in the area.

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 12th March 2015. The statutory consultation period ran from 12th March 2015 to the 10th April 2015.
- 2.3** The statutory consultation resulted in 6 objections and 2 comments of support. Cambridgeshire Constabulary support the proposed zebra crossing.
- 2.4** Although comments are welcome and indeed assist in the decision making process to implement Zebra crossings, objections cannot prevent their installation. In this particular instance only objections to the proposed amendment of on-street parking facilities can be taken into account.
- 2.5** On analysis of the representations detailed in appendix 3 it is recommended that this Order to amend the on street parking is made and that the Zebra crossing be installed as advertised.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

Providing safe crossing points for pedestrians in an area that features heavy vehicular traffic.

Encouraging walking as a safe alternative to vehicle use in the City.

SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the County Council's Transport Delivery Plan and the City Council in a jointly funded project.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed.

4.3 Equality and Diversity Implications

There are no significant implications for this priority.

4.4 Engagement and Consultation Implications

Statutory consultees have been engaged – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view at the Shire Hall Reception.

4.5 Localism and Local Member Involvement

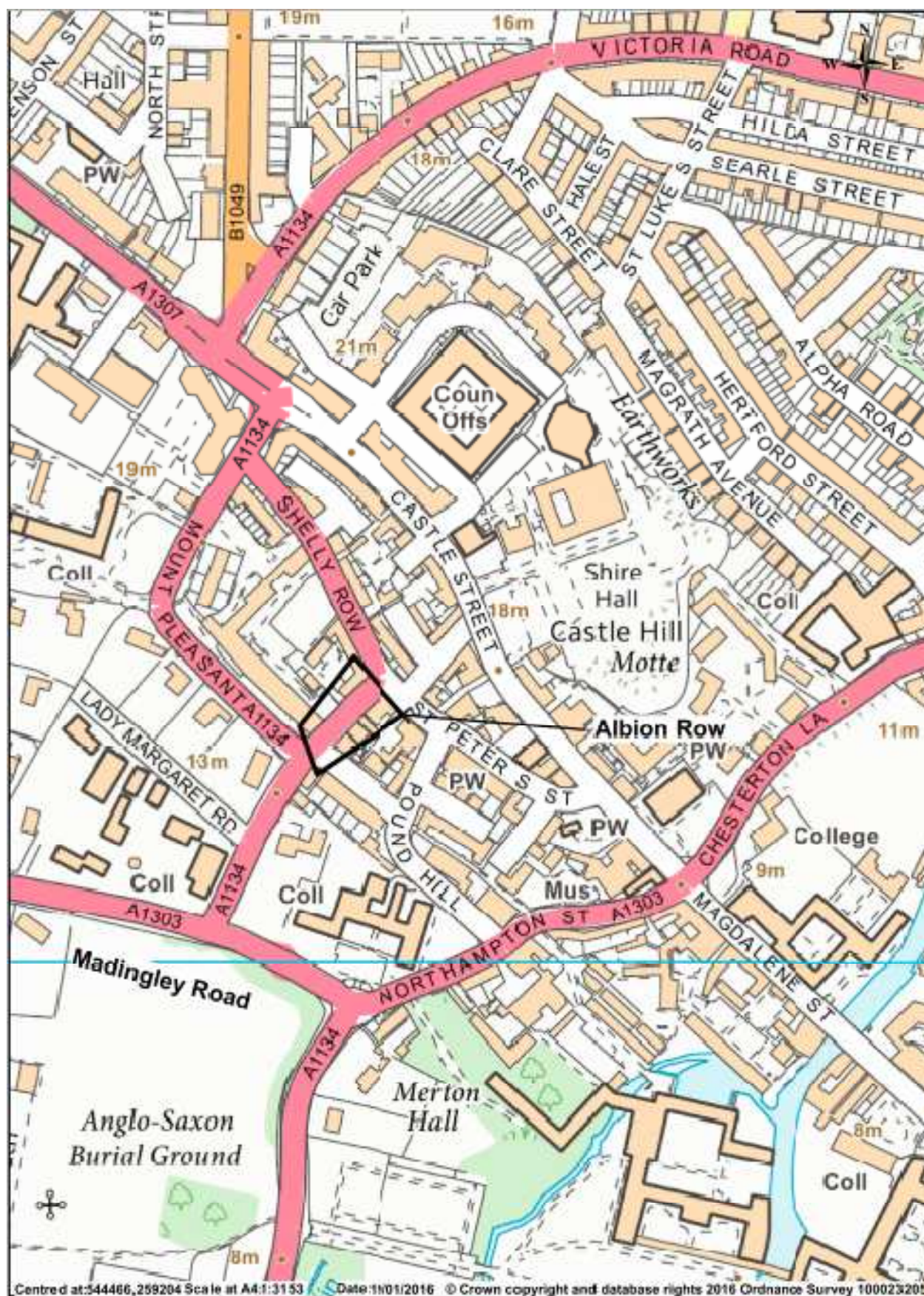
The local member, Councillor John Hipkin fully supports the proposal.

4.6 Public Health Implications

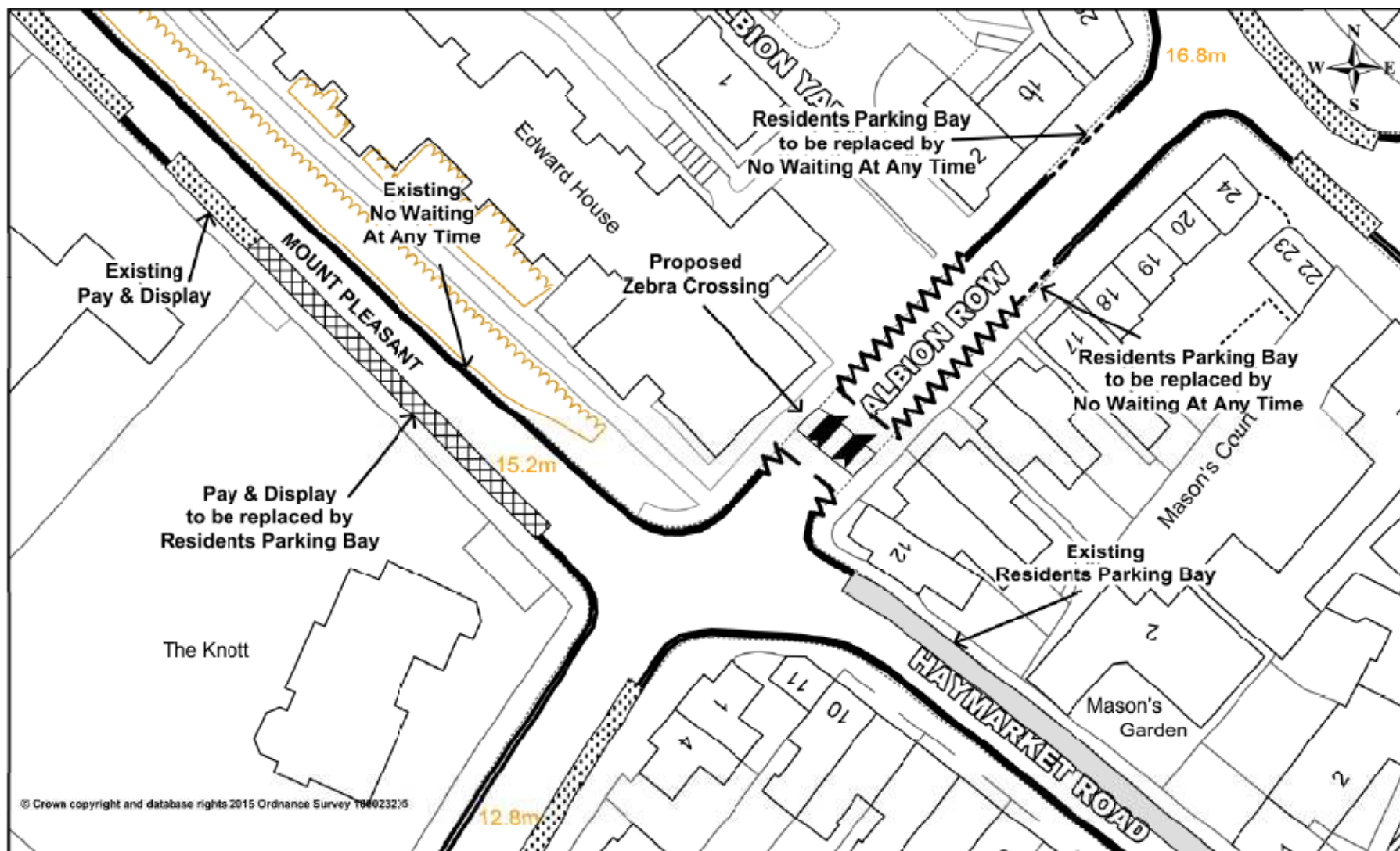
There are no significant implications within this category.

Source Documents	Location
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1- Albion Row Location



Appendix 2 – Location of Zebra Crossing and Proposed Changes to Parking



Appendix 3–Responses Received & Officer Comments

	Objections	Officer Comments
1.	<p>Road is too short to accommodate a crossing.</p> <p>Wife is severely disabled; the proposed crossing would prevent us from parking outside of our property. Residents parking already at a premium, the zebra crossing would dramatically impact the already insufficient parking. Rather than the crossing improving the area, it will have the opposite effect due to the amount of traffic.</p> <p>Residents were not notified of the proposed crossing.</p> <p>Zig zags will cover entrance to Edward House (Residential Home), which often has doctors, ambulances, taxis and deliveries to the home.</p>	<p>From a technical point of view, the road's length is sufficient to accommodate a zebra crossing.</p> <p>The existing, on carriageway, parking bays are to be relocated from Albion Road onto Mount Pleasant. The current permit parking arrangement will be kept as is. The scheme will only have an effect on commuters parking, as the number of 'pay and display' parking bays on Mount Pleasant will be reduced.</p> <p>I can confirm that all statutory consultation requirements have been met.</p> <p>There are off street parking bays allocated to the Edward House care home and these should be used by both - residents and visitors including ambulances and companies making deliveries.</p>
2.	<p>Albion Row cannot afford to lose 9 parking spaces.</p> <p>Do not believe people will use the crossing.</p>	<p>There will be no change in overall capacity in the area for residents' parking as these spaces will be moved to Mount Pleasant, a short distance away.</p> <p>There is no formal pedestrian crossing facility on a ring road surrounding the existing island and as such, the provision of a crossing would certainly keep pedestrians together in a location where they can be seen and where they can cross the road most safely.</p>
3.	<p>Disabled resident who regularly attends hospital for dialysis. The markings for the proposed crossing will absorb parking space resident regularly uses and some of the yellow lines they occasionally park on using a disabled badge to unload shopping, as unable to carry items very far.</p> <p>Concern that taxis and delivery trucks will have no choice but to stop on the zig zag lines when going to the care home.</p>	<p>The care home has its own allocated, off carriageway, parking bays and these shall be used by residents and visitors as well as any delivery vans.</p> <p>The taxis and delivery trucks, will be allowed to stop temporarily to allow passengers on/off or to load/unload on double yellow lines only couple of meters further north.</p>

	Objections	Officer Comments
4.	Concern about the loss of 9 parking spaces. Can the crossing be relocated so no or fewer spaces are lost. It is difficult for permit holders to park in the area.	There will be no change in overall capacity in the area for residents' parking as these spaces will be moved to Mount Pleasant, a short distance away.
5.	Object on the grounds of the detrimental impact the proposed crossing would have on the residents parking area. Parking is becoming increasingly difficult, made worse by imposing Sunday charges on metered spaces and leaving residents spaces unrestricted. The loss of further spaces will be another blow to residents.	As per answer to objection no. 4.
6.	Object on the grounds that the installation of the zebra crossing would necessitate the loss of 9 residents parking bays. There are already insufficient residents parking bays in the Castle Hill area, the introduction of Sunday pay and display has increased pressure as the residents parking only operates Monday to Saturday 9am to 5pm. Non-residents use the residents parking bays first as there is no payment.	As per answer to objection no. 4.
Statements of Support		Officer Comments
1.	A user of Albion Row on foot as a commuter. Support the proposals for a zebra crossing. It is currently difficult to cross the road during peak hours due to the consistency and speed of motor traffic and having to move between parked cars.	Noted.
2.	Welcome the new arrangement, however it is necessary to increase the number of residents parking places when they move to Mount Pleasant.	Unfortunately, an increase in number of residents parking bays is not being considered as part of this scheme. However it is important to note that there will be no overall loss in residents' parking capacity.

CITY LOCAL HIGHWAY IMPROVEMENT MEMBER PANEL ARRANGEMENTS

To: **Cambridge City Joint Area Committee**

Meeting Date: **26 January 2016**

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

Electoral division(s): **All**

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

Purpose: **To amend the arrangements for nominating substitutes and alternates for the Local Highway Improvement (LHI) Member Assessment Panel.**

Recommendation: **The Committee is recommended to:**

a) agree that substantive LHI Panel Members be authorised to nominate a substitute or alternate member, should they not be available to attend.

<i>Officer contact:</i>	
Name:	Richard Lumley
Post:	Head of Local Infrastructure and Street Management
Email:	richard.lumley@cambridgeshire.gov.uk
Tel:	01223 703839

1. BACKGROUND

- 1.1 The Committee at its meeting on 14 July 2015 agreed to establish a Local Highway Improvement (LHI) Member Assessment Panel to prioritise proposed LHI schemes. The panel was made up of three City Councillors and three County Councillors.
- 1.2 These members included County Councillors Kavanagh, Taylor and Walsh and City Councillors Blencowe, A Smith and C Smart.
- 1.3 County Councillors Cearns and Scutt were nominated as substitutes, and City Councillors Ratcliffe and Tunnacliffe as alternates.

2. PROPOSAL

- 2.1 Availability of panel members, substitutes and alternates has proven problematic when arranging panel meetings, due to the time limitations of planning five separate LHI panels across the county, some held over more than one day, combined with the diaries of both City and County Councillors.
- 2.2 To mitigate this issue it is proposed that in the event that a panel member is not available for a meeting of the panel, the substantive member be authorised to nominate a substitute or alternate member.
- 2.3 This will also reflect arrangements for the other LHI Member Panels across the county.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications for this category.

4.2 Statutory, Risk and Legal Implications

There are no significant implications for this category.

4.3 **Equality and Diversity Implications**

There are no significant implications within this category.

4.4 **Engagement and Consultation Implications**

There are no significant implications within this category.

4.5 **Localism and Local Member Involvement**

It is hoped that the changes will enable full attendance of the panel by Local Members.

4.6 **Public Health Implications**

There are no significant implications within this category.

Source Documents	Location
Cambridge City Joint Area Committee 14 July 2015 report and minutes – Local Highway Improvement Scheme	http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/Meeting.aspx?meetingID=995

PARKING POLICY REVIEW

To: Cambridge City Joint Area Committee

Meeting Date: 26th January 2016

From: Executive Director: Economy, Transport & Environment

Electoral division(s): All

Purpose: To update Members on the proposed countywide parking review and to consider changes to on-street parking charges in Cambridge to ensure the long term viability of the on-street account.

Recommendation: The Committee is invited to comment:

- a) on the key issues to be addressed in the review content and approve the aims of the review.
- b) on the revised on-street parking charges set out in appendix A, B and C and agree on their preferred option
- c) on the proposed non-refundable deposit and approve its introduction.

<i>Officer contact:</i>	
Name:	Sonia Hansen
Post:	Traffic Management
Email:	sonia.hansen@cambridgeshire.gov.uk
Tel:	01223 743817

1. BACKGROUND

- 1.1 The management of parking forms a key part of the County Council's approach to providing a high quality transport system for Cambridgeshire which supports the needs of residents, businesses, and visitors enabling the delivery of our ambitious plans for development and economic growth across the County.
- 1.2 The development of a succinct parking strategy will ensure that the policies for parking supply, management and operation in Cambridgeshire are:
 - supportive of the wide range of transport infrastructure and service improvements being progressed and proposed;
 - implemented in a co-ordinated and timely manner; and
 - acceptable and financially sustainable.
- 1.3 There are essentially two key pieces of legislation that place a duty on and give the power to local authorities to secure the safe and efficient movement of traffic and the provision of suitable and adequate parking facilities. These are the 1984 Road Traffic Regulation Act (RTRA) and the 2004 Traffic Management Act (TMA).
- 1.4 Successfully managing parking is one of the most effective means of tackling congestion. The ease and convenience with which the public and businesses can access a location by car can have a major influence on a location's overall success and in particular its economic vitality and viability.

2 AIM OF THE REVIEW

2.1 The aim of the parking review is to:

- a. Develop a coherent and robust parking policy that is fit for purpose meeting the needs of communities across Cambridgeshire.
- b. Agree a program and process for undertaking reviews of parking policy going forward.
- c. Complete framework within which parking requests can be dealt with effectively and efficiently.

3 MAIN ISSUES

- 3.1 There are a number of main issues to address through the parking review as follows:
 - a. Ensure on-street parking controls minimise danger caused by obstructive parking, safeguard the free movement of traffic, offer a fair distribution of suitable on-street parking spaces and reduce the need for private travel by encouraging alternative means.

- b. Establish a clear and robust Resident Parking Policy which guarantees the introduction of residents parking schemes are dealt with in a fair, consistent and transparent way balancing the needs of those who live, work and visit Cambridge and Cambridgeshire.
- c. Ensure there is adequate and specific parking provision for those with special needs including blue badge holders and health workers.
- d. Where possible establish adequate levels of off-street coach parking in and around Cambridge and market town centres along with sufficient on-street set down and pick up facilities.
- e. Ensuring that adequate provision is made for ranks for the standing of licenced taxis.
- f. Ensure Civil Parking Enforcement areas are managed and operated in a consistent, uniform and appropriate manner in all areas.

4 THE WAY FORWARD

- 4.1 There will be a particular emphasis on ensuring that the new policies are comprehensive balancing the needs for flexibility to allow for a local emphasis and to address local priorities whilst achieving a consistent approach across the county. For example, the need for residents parking schemes should be determined locally and if they are considered appropriate they should be introduced and operated in a way that is consistent across all areas.
- 4.2 Initially the review will focus on Cambridge City, given that this is the only area that has civil parking enforcement. However, the expectation is that the policy framework that is developed would be applicable to other areas of the county and certainly this would be the case should other places implement civil parking enforcement.
- 4.3 As a result of the volume of requests received from local Members and residents for parking schemes, primarily focus has been given to the development of a new standalone Resident Parking Policy. The Resident Parking Policy when complete will be a comprehensive document which offers clarity to all aspects of resident parking including the introduction of a new resident parking scheme along with changes to existing schemes.
- 4.4 This initial piece of work is due to be completed and available for review in June 2016 at which point the focus will move to the other key issues detailed which, along with a full review of the current parking policy, will conclude with the presentation of the new Parking Policy in mid-2017.

5 KEY RESIDENT POLICY ISSUES AND PROPOSED CHANGES

- 5.1 This section of the report sets out the key issues that need to be taken into consideration as part of the resident parking review process.

Key issues

- 5.2 A shortfall of £88,547 in the revenue generated by the current fourteen resident parking schemes across Cambridge. These schemes were designed to be cost neutral with permit fees covering both set up and operational costs, this is no longer the case.

Revenue	£	-	Current Costs	£	-
Revenue 2014/2015	458,387		On-street/IT Enforcement Cost	£	333,638
			Back Office Staffing Costs	£	136,878
			Overhead Costs	£	76,418
Total	£	458,387	Total	£	546,934
Grand Total					-£ 88,547

- 5.3 The increasing demand on parking within many resident parking schemes is reaching unsustainable levels. With only 3,138 designated resident parking bays, 3,147 valid resident permits and **31,188** valid visitors permits, competition for space has never been greater and a day-to-day challenge for many residents.

Scheme	No. Spaces	Valid Resident Permits	Valid Visitor Permits	Scheme	No. Spaces	Valid Resident Permits	Valid Visitor Permits
Riverside	288	253	2,182	Kite	257	373	4,584
Brunswick	104	109	1,151	Newtown	182	193	2,472
Castle Hill	356	437	3,939	Park Street	54	40	1,208
Benson Road	235	156	932	Regent Terrace	8	5	166
De Freville Avenue	595	565	4,624	Shaftesbury	28	13	81
Guest Road	65	69	682	Tenison Road	494	538	5,829
Petersfield	373	352	2,937	W. Cambridge	99	44	401
Grand Totals:					3,138	3,147	31,188

- 5.4 The additional pressure that unsuccessful resident parking scheme formal consultation may have on the on-street account. Whilst this process is essential when establishing the level of support for a new scheme, there are a number of associated costs including drafting the parking scheme, consultation documentation design, postage and analysis of results.
- 5.5 Reducing the impact of harmful particulates on the environment and promoting the use of ecologically friendly vehicles in-line with the strategic transport plan.

Proposed changes

- 5.6 The set of charges shown in **Appendix A, Band C** are designed to ensure resident permit prices reflect the true cost of the schemes ensuring their long term sustainability. The figures detailed are estimates based on the number of valid permits on 01/12/15 and will generate a small surplus.

- a) **Appendix A**, mirrors the current pricing structure and restrictions and whilst it addresses the current cost shortfall, the impact on other key issues may be limited. This proposes an increase in cost of resident permits and sets visitor permit fees at a rate that better reflect other transport/parking options such as park and ride and pay and display parking which is a continuation of the current policy.

Currently there is no restriction in the number of resident permits that can be obtained and visitor permit are limited to 12 per transaction.

The costs associated with this change are nominal.

- b) **Appendix B**, introduces a tiered permit charging scheme with a discount offered to environmentally friendly vehicles and limits the volume of visitor permits. Whilst, the proposed fees address the cost shortfall it also encourages the use of petrol only vehicles that generate less than 100g/km of CO₂ emissions and aims to reduce permit numbers.

The cost associated with these changes may be in the region of £5,000 to £10,000.

- c) **Appendix C**, whilst introducing a tiered permit charging scheme and a discount to environmentally friendly vehicles also includes an annual visitor permit. Annual permits would be limited to one per household encouraging the use of other more sustainable parking options for additional visitors.

See appendix B for associated costs.

- 5.7 The introduction of a non-refundable deposit in the region of £1,500 to cover all formal consultation costs. Payment would need to be submitted once the informal consultation shows that over 51% of respondents support the introduction of the proposed scheme. If the scheme is successful, the deposit will be deducted from the set-up costs. This will be reviewed annually.

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

The development of a robust parking policy will tackle congestion, enhance transport capacity and support economic growth.

6.2 Helping people live healthy and independent lives

A balanced parking provision and Parking Policy will offer those with special needs real choices throughout the city along with access to alternative travel such as Park & Ride.

6.3 Supporting and protecting vulnerable people

Careful consideration needs to be given to the number and location of blue badge holder bays to accommodate the needs of both residents' and visitors to Cambridge that hold valid badges.

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

This proposal seeks to use resources to their maximum benefit.

7.2 Statutory, Risk and Legal Implications

The Parking Policy review carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermined road safety.
- Failure to cover the cost associated with on-street parking management will have an impact on budgets.

These can be mitigated by:

- Implement parking polices that keep traffic moving and to reduce the risk of accidents on the road network.
- Apply suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

7.3 Equality and Diversity Implications

There are no significant implications within this category.

7.4 Engagement and Consultation Implications

The Cambridge Joint Area Committee will be consulted on the draft policies

7.5 Localism and Local Member Involvement

Interaction with local Members, stakeholder groups and residents is essential to a robust policy meeting the needs of both Cambridge and Cambridgeshire.

7.6 Public Health Implications

Reducing congestion, promoting the use of lower emission vehicles and encouraging the use of more sustainable travel options for visitors will have a positive impact on public health.

Source Documents	Location
System Reports Annual Parking Report 2014/2015	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix A

Whilst this proposal follows the current pricing structure and restrictions, both resident and visitor's fees have been increased to address the current schemes cost deficit and also better reflect other parking options. The average cost of the proposed resident permit varies from £0.25 to £0.30 per day and visitor permits, £2.00 per visit.

Original Resident Permit Cost		No. Resident Permits	Proposed Cost	Proposed Value	Original Visitor Permit Cost	No. Visitor Permits	Proposed Cost	Proposed Value
Riverside	£ 52.00	253	£ 65.00	£ 16,445	£8.00	2,182	£ 10.00	£ 21,820
Brunswick	£ 81.00	109	£ 101.00	£ 11,009	£8.00	1,151	£ 10.00	£ 11,510
Castle Hill	£ 52.00	437	£ 65.00	£ 28,405	£8.00	3,939	£ 10.00	£ 39,390
Benson Road	£ 52.00	156	£ 65.00	£ 10,140	£8.00	932	£ 10.00	£ 9,320
De Freville Avenue	£ 52.00	565	£ 65.00	£ 36,725	£8.00	4,624	£ 10.00	£ 46,240
Guest Road	£ 76.00	69	£ 95.00	£ 6,555	£8.00	682	£ 10.00	£ 6,820
Petersfield	£ 52.00	352	£ 65.00	£ 22,880	£8.00	2,937	£ 10.00	£ 29,370
Kite	£ 81.00	373	£ 101.00	£ 37,673	£8.00	4,584	£ 10.00	£ 45,840
Newtown	£ 81.00	193	£ 101.00	£ 19,493	£8.00	2,472	£ 10.00	£ 24,720
Park Street	£ 81.00	40	£ 101.00	£ 4,040	£8.00	1,208	£ 10.00	£ 12,080
Regent Terrace	£ 81.00	5	£ 101.00	£ 505	£8.00	166	£ 10.00	£ 1,660
Shaftesbury	£ 52.00	13	£ 65.00	£ 845	£8.00	81	£ 10.00	£ 810
Tenison Road	£ 70.00	538	£ 87.00	£ 46,806	£8.00	5,829	£ 10.00	£ 58,290
W. Cambridge	£ 52.00	44	£ 65.00	£ 2,860	£8.00	401	£ 10.00	£ 4,010
Total		3,147		£ 244,381		31,188		£ 311,880

Estimate

Revenue at current permit numbers	£556,261
Operational Costs	£546,933
Surplus	£ 9,328

Assumptions:

- Permit numbers remain unchanged
- Operational costs remain unchanged

Appendix B

This introduces the idea of tiered charging, limiting visitor permits and offering a discount to environmentally friendly vehicles with a view to reducing the demand for permits and promoting more sustainable methods of transport. The average cost of the proposed resident permit varies from £0.12 to £0.62 per day and visitor permits from £2.40 to £3.20 per visit.

89% properties hold 1-20 valid visitor permits, 6% 21-30 and 5% 31+.

Original Resident Permit Cost		No. Resident Permits	Co2(1st Car only) (5%)	1st Car (74%)	2nd Car (19%)	3rd Car (2%)	Proposed Value	Original Cost	No. visitors Permits	1 to 20	21 to 30	Proposed Value
Riverside	£ 52.00	253	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 22,978	£8.00	2,182	£14.00	£20.00	£20,300
Brunswick	£ 81.00	109	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 11,970	£8.00	1,151	£14.00	£20.00	£10,304
Castle Hill	£ 52.00	437	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 34,716	£8.00	3,939	£14.00	£20.00	£38,640
Benson Road	£ 52.00	156	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 13,437	£8.00	932	£14.00	£20.00	£10,000
De Freville Avenue	£ 52.00	565	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 49,709	£8.00	4,624	£14.00	£20.00	£45,164
Guest Road	£ 76.00	69	£ 47.00	£ 95.00	£ 115.00	£ 195.00	£ 8,433	£8.00	682	£14.00	£20.00	£5,548
Petersfield	£ 52.00	352	£ 32.00	£ 65.00	£ 145.00	£ 165.00	£ 27,480	£8.00	2,937	£14.00	£20.00	£27,440
Kite	£ 81.00	373	£ 50.00	£ 101.00	£ 115.00	£ 201.00	£ 42,985	£8.00	4,584	£14.00	£20.00	£43,832
Newtown	£ 81.00	193	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 23,193	£8.00	2,472	£14.00	£20.00	£23,676
Park Street	£ 81.00	40	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 4,653	£8.00	1,208	£14.00	£20.00	£11,208
Regent Terrace	£ 81.00	5	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 492	£8.00	166	£14.00	£20.00	£432
Shaftesbury	£ 52.00	13	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 1,027	£8.00	81	£14.00	£20.00	£528
Tenison Road	£ 70.00	538	£ 43.00	£ 87.00	£ 137.00	£ 187.00	£ 57,073	£8.00	5,829	£14.00	£20.00	£53,844
W.Cambridge	£ 52.00	44	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 3,902	£8.00	401	£14.00	£20.00	£2,448
Total		3,147					£ 302,048		31,188			£293,364

Estimate:

Revenue of current permit cost	£595,412
Possible reduction in permit Nos	£ 40,561
Total	£554,851
Operation Costs	£546,933
Surplus	£ 7,918

Assumptions:

Operational costs remain unchanged
 5% properties claiming CO2 discount
 5% reduction in properties with 2 permits and 15% with 3 permits
 5% reduction in properties with 1-20 visitor permits, 25% with 21-30

Appendix C

This introduces the idea of annual visitor permit. By limiting permits to one per property the number of visitor permits will be reduced and more sustainable methods of transport encouraged as additional permits cannot be purchased.

Original Resident Permit Cost		No. Resident Permits	Co2(1st Car only) (5%)	1st Car (74%)	2nd Car (19%)	3rd Car (2%)	Proposed Value	Original Cost	No. Properties with Visitor Permits	Annual Permit	Proposed Value
Riverside	£ 52.00	253	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£22,978	£8.00	218	£86.00	£18,748.00
Brunswick	£ 81.00	109	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£11,970	£8.00	120	£86.00	£10,320.00
Castle Hill	£ 52.00	437	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£34,716	£8.00	450	£86.00	£38,700.00
Benson Road	£ 52.00	156	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£13,437	£8.00	129	£86.00	£11,094.00
De Freville Avenue	£ 52.00	565	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£49,709	£8.00	455	£86.00	£39,130.00
Guest Road	£ 76.00	69	£ 46.00	£ 95.00	£ 145.00	£ 195.00	£8,433	£8.00	66	£86.00	£5,676.00
Petersfield	£ 52.00	352	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£27,480	£8.00	384	£86.00	£33,024.00
Kite	£ 81.00	373	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£42,985	£8.00	475	£86.00	£40,850.00
Newtown	£ 81.00	193	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£23,193	£8.00	217	£86.00	£18,662.00
Park Street	£ 81.00	40	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£4,653	£8.00	89	£86.00	£7,654.00
Regent Terrace	£ 81.00	5	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£492	£8.00	9	£86.00	£774.00
Shaftesbury	£ 52.00	13	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£1,027	£8.00	9	£86.00	£774.00
Tenison Road	£ 70.00	538	£ 43.00	£ 87.00	£ 137.00	£ 187.00	£57,073	£8.00	543	£86.00	£46,698.00
W.Cambridge	£ 52.00	44	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£3,902	£8.00	36	£86.00	£3,096.00
Total		3,147					£ 302,048		3,200		£275,200

Estimate:

Revenue of current permit cost	£577,248
Possible reduction in permit Nos	£ 25,061
Total	£552,187
Operation Costs	£546,933
Surplus	£ 5,254

Assumptions:

Operational costs remain unchanged
 5% properties claiming CO2 Discount
 5% reduction in properties with 2 permits and 15% with 3
 5% reduction in properties obtaining the annual permit

