

**ON STREET PARKING CHARGES IN CAMBRIDGE**

*To:* **Cabinet**

*Date:* **14<sup>th</sup> June 2011**

*From:* **Acting Executive Director: Environment Services**

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

*Forward Plan ref:* **2011/022** *Key Decision:* **Yes**

*Purpose:* **To consider representations received to advertised proposals to increase on-street parking charges in Cambridge, including residents' permit fees.**

*Recommendation* **Cabinet is recommended to:**

- /decision required:*
- a) Approve the advertised proposals, with the exception that the charged hours in Brookside remain unchanged; and**
  - b) Inform the objectors accordingly.**

<b><i>Officer contact:</i></b>		<b><i>Member contact</i></b>	
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## 1. BACKGROUND

- 1.1 At its meeting of 22<sup>nd</sup> February 2011, Cabinet considered the state of the on-street parking account and a review of on street parking charges in Cambridge. The account currently funds:
- the deficit from civil enforcement operations
  - a contribution towards Park & Ride site operations
  - rising bollard operations and transponders
  - car park information system operation
  - a contribution towards the cost of the City Council's shop mobility scheme.
- 1.2 The report highlighted that many of the pay and display ticket machines in Cambridge are well past their intended lifespan and urgent investment is needed to ensure its future operation. It also reflected on the trend of a diminishing annual surplus and the risk of a deficit in future years.
- 1.3 A review of parking charges had been undertaken to set levels that can be expected to generate the required income and to generate a surplus for reinvestment in highway services. Income is generated through pay and display charges and residents and visitor parking permit fees. Pay and Display (P&D) tariffs are reviewed on a regular basis but residents' and visitor permit charges had not been reviewed since 2001.
- 1.4 Cabinet approved the formal advertisement of a Traffic Regulation Order (TRO), to increase on street parking charges. If implemented, charges at most Pay and Display (P&D) bays and permit fees would increase. The proposed increased charges would be expected to raise an additional £235,000 per annum. As explained in the previous Cabinet paper this increase would reduce the risk of the account running at a deficit, would fund replacement of out of date ticket machines giving the opportunity to embrace more modern technology and payment mechanisms and if there is a surplus this would be re-invested in highway and transport issues. Replacing the ticket machines would also improve reliability as the current ageing stock is becoming increasingly susceptible to breakdown. Details of the current P&D charges and hours of operation and those which were consulted upon are shown in **Appendix A** with permit charges set out in **Appendix B**.
- 1.5 The proposals were formally advertised on the 6<sup>th</sup> May, immediately after council elections. A notice showing the proposed charges and contact details for the submission of representations was fixed to every P&D machine and every permit holder was notified by post.

## 2. OBJECTIONS

- 2.1 Three letters of objection have been received to the revised charges for on street P&D parking (one of which takes the form of a 48 signature petition). 44 letters of objection have been received to the revised charges for residents and visitors parking permits although many of the objections relate to the operation of the scheme rather than the advertised proposals. The substance of the objections and officer comments are attached as **Appendices C and D**.
- 2.2 Objections were received from Newton Area Resident's Association and 2 residents of the Newton area regarding the proposals to extended Pay and Display operating hours in Brookside. Officers have held discussions with

residents of the Newtown area regarding the potential to extend the hours or days of operation of residents' parking. Any changes would be funded by residents in accordance with the third party funding policy through a one-off charge when permits are renewed or applied for. Officers are currently advising local members and residents on the form and extent of local consultation required before formal advertisement of any changes. Given the need to align the operation of pay and display and residents parking, it is recommended that the proposed change in the operational hours for the P&D spaces in Brookside is deferred, pending changes to the operational hours of the residents' parking scheme.

#### Member representation

- 2.3 City councillor C. Rosenstiel has objected to the proposed increases in residents' parking charges. He has concerns over the premiums to be added in the city centre and other schemes in areas that cannot reasonably be expected to have shorter permit hours. He considers the charges are meant to cover administrative costs and these do not increase for every hour of operation of the charges. He also considers the different operating hours are there because of different conditions between the areas of the schemes. For example, the city centre schemes have to apply on Sundays because they are near the shops which now open on Sundays. He feels it is unfair for this burden to fall entirely on residents believing some should fall on the shoppers who caused the problems in the first place. He also refers to the Guest Road area scheme that had to operate later than others because of evening demand from users of the ARU campus nearby.
- 2.4 Councillor Rosenstiel refers to alternative proposals that were supported by the Area Joint Committee that spread more evenly the costs between the various schemes. He questions whether the proposals supported by the AJC were considered by Cabinet and believes Cabinet should acknowledge the AJC's view, based on the experience of local members concerned and adjust its new charges accordingly.
- 2.5 He also objects to the notion that visitors' permits should rise to be in line with park and ride fares believing big increases in visitors' permit fees will penalise many of the city's more vulnerable residents like those requiring regular visits from carers or health providers or just needing household repairs to be carried out. However, he does not object to the advertised increase to £1.60 a day.

#### Comment

- 2.6 The alternative proposals put forward by the AJC were considered by Cabinet at its meeting on 22<sup>nd</sup> February. These proposals attempt to share the administration element of the charge across the various operating periods whereas the advertised proposals that Cabinet resolved to support use a 'basic' scheme charge of £52 (£1 per week) with an additional charge of £1 per hour for each additional hour of operation. Cabinet noted that the AJC proposal would raise less revenue although the difference between the two options is not significant.
- 2.7 It is recognised that there are various ways in which permit charges could be set, but it is considered that the advertised fee structure is simpler and more easily understood by users and provides a better basis on which to review charges in the future.

### **3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

#### **Supporting and protecting vulnerable people when they need it most**

- 3.1 Blue badge holders are exempt from parking charges and time limits in P&D and residents' only bays. Residents in need of health care visits are eligible to apply for free visitor's permits.

#### **Helping people live healthy and independent lives in their communities**

- 3.2 There are no significant implications for this priority.

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

- 3.3 The effective management of parking improves accessibility to the city which supports its commercial vitality.

#### **Ways of Working**

- 3.4 There are no significant implications for this priority.

### **4.0 SIGNIFICANT IMPLICATIONS**

#### **Resources & performance**

##### Finance

- 4.1 The proposed on street parking charges are expected to meet budget requirements to avoid any deficit in the parking account and to fund supported highway services.

##### Performance

- 4.2 No significant implications identified.

#### **Statutory Legal and Risk Implications**

##### Key Risks

- 4.3 Introducing higher parking charges can generate customer resistance to the point that gross revenues fall; it is difficult to assess the level of resistance but some allowance has been included in budget predictions.

##### Statutory

- 4.5 No significant implications identified.

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

- 4.6 A review of the consultation responses shows that there are no significant implications identified in relation to Equality and Diversity in relation to the specific changes consulted upon..

## Engagement and consultation

4.7 No significant implications identified.

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### Source Documents

Cabinet Agenda and Minutes 22/02/11

### Location

<http://tinyurl.com/6ytf8ye>

# APPENDIX A

## ON STREET PAY AND DISPLAY PARKING CHARGES AND TIME LIMITS

REF	STREETS OR PARTS OF STREETS	TARIFF		TIME LIMIT	HOURS OF OPERATION	
		Existing	Proposed		Existing	Proposed
1	Free School Lane, Jesus Lane, King Street, Manor Street, Park Terrace, Trumpington Street (north of Silver Street)	50p for 12 minutes	50p for 10 minutes	1 hour	Monday to Saturday 8.30 am to 6.30 pm	
2	Brookside, Lensfield Road, Regent Street (south of Park Terrace), Tennis Court Road, Trumpington Street (south of Silver Street)	50p for 15 minutes	50p for 10 minutes	2 hours	Monday to Saturday 9.00 am to 5.00 pm	Monday to Saturday 8.30 am to 6.30 pm
3	Newnham Road (west side near Maltings Lane), Queen's Road	50p for 15 minutes	50p for 10 minutes	2 hours	Monday to Friday 9.30 am to 5.00 pm Saturday 9.00 am to 5.00 pm (No Waiting Monday to Friday 8.30 am to 9.30 am)	
4	Abbey Road, Arthur Street, Bateman Street, Beche Road, Canterbury Street, Castle Street, Chesterton Road, Devonshire Road, Emery Street, Fisher Street, Glisson Road, Gwydir Street, Harvey Road, Histon Road, Holland Street, Kingston Street, Mawson Road, Mill Street, , Norfolk Street, Northampton Street, Norwich Street, Panton Street, Pemberton Terrace, Pound Hill, Priory Road, Ravensworth Gardens, Russell Court, Russell Street, St. Barnabas Road, St. Paul's Road, St. Peter's Street, Saxon Road, Shelly Row, Tenison Avenue, Tenison Road (north of George Pateman Court), Mill Road Council Depot Access Road	20p for 15 minutes	50p for 30 minutes	2 hours	Monday to Saturday 9.00 am to 5.00 pm	

REF	STREETS OR PARTS OF STREETS	TARIFF		TIME LIMIT	HOURS OF OPERATION	
		Existing	Proposed		Existing	Proposed
5	Gresham Road, Lady Margaret Road, Mount Pleasant, Newnham Road (adjacent to Lammas Land), Newnham Walk, Ridley Hall Road, Sidgwick Avenue, West Road, Wordsworth Grove	20p for 10minutes	50p for 30 minutes	4 hours	Monday to Saturday 9.00 am to 5.00 pm	
6	Sun Street	50p for 15 minutes	50p for 10 minutes	1 hour	Monday to Saturday 9.00 am to 5.00 pm	Monday to Saturday 8.30 am to 6.30 pm
7	Chesterton Road (outside numbers 34 to 46) Milton Road (Mitcham's Corner) layby adjacent to Springfield Road	20p for 10 minutes	No change	1 hour	Monday to Saturday 9.00 am to 5.00 pm	
8	Clarendon Road, 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)	20p for 10minutes	50p for 30 minutes	8 hours	Monday to Saturday 9.00 am to 5.00 pm	
9	Bentley Road, Newton Road	5p for 15minutes	No change	30 minutes	Monday to Saturday 7.00 am to 5.00 pm	
10	Parkside (o/s nos. 37-38)	50p for 20minutes	No change	20 minutes	Monday to Saturday 9.00 am to 5.00 pm	

**RESIDENTS' PARKING PERMIT CHARGES**

Residents' Parking Zone	Hours of Operation	Annual Residents' Permit Fee	
		Existing	Proposed
Riverside Petersfield Newtown Benson West Cambridge Castle Hill	Monday to Saturday 9 am to 5 pm	£41	£52
Tenison Road	Monday to Saturday 9 am to 8 pm	£41	£70
Guest Road	Monday to Saturday 8 am to 8 pm	£41	£76
Brunswick Kite Park Street Regent Terrace	Monday to Sunday 9 am to 8 pm	£50	£81

Business permits are charged at 1.5 times the residents' permit rate

Medical Practitioners' permits are charged at the same rate as residents' permits per bay



## OBJECTIONS RECEIVED TO INCREASES IN PAY AND DISPLAY TARIFFS

Grounds for objection Grounds for objection / made by	Comment
<b>Level of increase unacceptable</b> 3 Cambridge residents	The new charges are intended to ensure that the on street parking account generates sufficient income to cover operational costs and to continue to support the funding of various highway services.
<b>Minimum period of stay for tariff 4 bays is too long</b> 2 Cambridge residents	When Cabinet agreed the proposed charges, the Royal Mint was in the process of introducing new 5p and 10p coins, which are thicker than those currently in circulation. There are limits to the number of different types of coins that ticket machines can accept and it was intended to retain both versions of the coins in circulation. To provide the best option for customers, machines would be modified to take all coins except either of the 5p coins. This required the change of tariff to not include the need for 5p coins. In previous years tariffs have included a minimum time band of 12 minutes to provide flexibility but these have not been widely understood by motorists.
<b>Concession required for school pick up time</b> A Cambridge resident , submitted as a petition with 48 signatures	The introduction of free time or concessions would be difficult to justify on grounds of equity and would cause significant problems of enforcement.

## OBJECTIONS RECEIVED TO INCREASES IN RESIDENT AND VISITORS PERMIT FEES

Grounds for objection / made by	Comment
<b>Insufficient parking spaces exist or more should be created</b> 2 Brunswick area residents, 7 Kite area residents, 2 Petersfield area residents, 4 Guest Road area residents, 2 Tenison area residents	In most areas where objectors have identified that insufficient space is available for parking either virtually all kerbside space that can support daytime parking has been allocated to residents parking or past consultations with local residents has not supported additional parking provision. In areas such as Petersfield and Tenison there are parts of the area where it is necessary to balance parking provision for short stay and residents' parking.
<b>Visitors permit fees should be increased further, not issued or restricted allocation</b> Park Street area resident, 2 Kite area residents	It is proposed in future years to align the costs of visitors' permits with the costs associated with public transport using the Park & ride fare as a comparator to support the management of travel demand in the city. Restrictions on visitor permit numbers or their removal would impact significantly on accessibility to residents parking areas.
<b>Charge more for larger vehicles or for more than one permit or restrict permit numbers</b> 2 Kite area residents, 2 Tenison area residents, Guest Road area resident	The Cambridge Area Joint Committee (CAJC) has previously considered variable charges and restricting permit allocation but has not supported any changes to the current operation of the scheme.
<b>Mark individual spaces</b> Kite area resident	Resident parking bays are marked as lengths rather than individual bays. To mark individual bays would require accommodating the longest vehicles, with the result that in the majority of cases parking supply would reduce. The current arrangement does encourage the use of smaller vehicles as there is more likelihood of finding a space.
<b>Suggest reducing administration or costs</b> 2 from Kite area residents	The cost of the Parking Operations Team has been reviewed as part of the pending restructure of the Highways and Access Directorate and savings have been identified to reduce administration costs.

<p><b>Level of increase unacceptable</b></p> <p>Brunswick area resident, 4 Riverside area residents, 12 Kite area residents, 2 Petersfield area residents, 2 Guest Road area residents, Park Street area resident, Castle area resident, Benson area resident, 8 Tenison area residents, Glisson and Tenison Road Area Residents' Association (GTARA), Christ's Pieces Residents Association, 1 without address details</p>	<p>The proposed increases have been set through the budget setting process to ensure that income meets expectations to allow operational costs to be covered and supported highway services to be funded.</p> <p>The level of increase has taken into account the lengthy period since permit charges were last reviewed</p>
<p><b>Reduce operational hours of scheme or level of enforcement</b></p> <p>2 Tenison area residents</p>	<p>Operational hours have usually been set as a matter of choice by the residents when schemes are set up or amended as a result of local changes.</p> <p>In the case of the Tenison Road area the extension of the hours of operation was funded by the developers of Ravensworth Gardens at the request of the Tenison Road Area Residents Association to meet concerns regarding early evening visitor parking.</p>
<p><b>Charge should be the same for all areas</b></p> <p>Kite area resident</p>	<p>The proposed charges for resident's permits are intended to reflect the operational hours of each area.</p>
<p><b>Concern that this is raising revenue or a local tax or will provide excessive surplus to on street account</b></p> <p>Brunswick area resident, Riverside area resident, Petersfield area resident, Glisson and Tenison Road Area Residents' Association (GTARA)</p>	<p>The use of parking income is ring fenced to transport or environmental projects by legislation. The surplus from the on-street parking account is used to fund a wide range of transport related services which improve and manage accessibility to/from the city.</p>
<p><b>Introduce restrictions on permits for students</b></p> <p>2 Guest Road area residents</p>	<p>Restricting the issuing of permits to students could be considered as discrimination. The University of Cambridge and Anglia Ruskin University have regulations that restrict the keeping of motor vehicles by students. Officers provide assistance to enable the Universities to enforce their regulations.</p>

<p><b>Object to extended Pay and Display operating hours in Brookside</b></p> <p>2 Newtown area residents, Newtown Area Residents' Association</p>	<p>Discussions are in hand with residents of the Newtown area regarding the potential to extend the hours or days of operation of residents' parking. Any changes would be funded by residents in accordance with the third party funding policy through a one-off charge when permits are renewed or applied for.</p> <p>Officers are currently advising local members and residents on the form and extent of local consultation required before formal advertisement of any changes.</p> <p>Given the need to align the operation of pay and display and residents parking, it is recommended that the proposed change in the operational hours for the P&amp;D spaces in Brookside is deferred, pending changes to the operational hours of the residents' parking scheme.</p>
<p><b>Visitors' permit should have similar variation of cost by area as residents permits</b></p> <p>1 without address details</p>	<p>In areas with extended operating hours or days, residents would need to make greater use of visitor permits so will be paying higher fees.</p>

Copies of individual objections are available on request. A plan showing the areas of on street parking controls is attached as **Plan 1**

## ON STREET PARKING CONTROL AREAS

