

**PARKING CHARGES REVIEW**

*To:* **Cabinet**

*Date:* **4<sup>th</sup> March 2014**

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

*Electoral division(s):* **All in Cambridge City and Huntingdonshire**

*Forward Plan ref:* **2014/016** *Key decision:* **Yes**

*Purpose:* **To seek Cabinet approval of recommendations in relation to on-street parking in Cambridge City and Huntingdonshire for the purpose of moving to statutory consultation.**

*Recommendation:* **For the purpose of moving to statutory consultation, it is recommended that Cabinet approve:**

- a) The proposals for changes to Monday to Saturday on-street parking in Cambridge City as set out in Appendix C**
- b) The introduction of Sunday charging in Cambridge City for a limited number of areas of on-street parking as set out in Appendix D**
- c) The introduction of a 20p per 15 minutes charge in Huntingdonshire with no changes to current maximum length of stay and operational hours.**

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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. In many parts of the County, there are no charges for on-street or off-street parking, but in Cambridge City and the larger towns in Huntingdonshire, where there are off-street car park charges, charges are also levied for on-street parking, mainly on streets in and close to city/town centres.
- 1.2 The current on-street parking charges and usage data have not been reviewed for a number of years. At the Cabinet meeting on 29<sup>th</sup> October 2013, it was agreed that a review of current charges, length of stay and operational hours for on-street parking would be undertaken in Cambridge City and Huntingdonshire.
- 1.3 An informal consultation was undertaken in both Cambridge City and Huntingdonshire to gather views about on-street parking needs in both areas. The consultation was promoted on Shape Your Place and the Council's website. The consultation was also 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 the Business Improvement District, Cambridge Retail and Commercial Association and Visit Cambridge.
- 1.4 Comments in relation to Cambridge City focused on a number of areas such as charges, length of stay and Sunday parking. Comments from Huntingdonshire focused on similar issues and also raised the need for improved enforcement. Results from the informal consultation have been summarised in Appendix A for Cambridge City and Appendix B for Huntingdonshire.
- 1.5 In addition to the consultation, officers also undertook an exercise to look at the current usage data for on-street parking in relation to length of stay and key times of use.
- 1.6 This report provides Cabinet with an overview of responses received from the informal consultation and sets out a number of recommendations in relation to on-street parking in Cambridge City and Huntingdonshire based on the consultation responses and an analysis of usage data.

## **2. MAIN ISSUES**

### **2.1 Cambridge City - Monday to Saturday**

Charges are levied for parking on a number of roads in and close to the centre of Cambridge on Mondays to Saturdays. The current level of on-street charging was both criticised and supported in the consultation. Comments also varied in relation to time limits and operational hours. Recommendations for Monday to Saturday on-street parking are set out in Appendix C. In those on-street spaces where the current charge and length of stay are seen to be effective and achieving suitable usage and turnover, no changes have been recommended.

- 2.1.1 *Charging* - Appendix C sets out a recommendation that no changes are made to current charges in a number of areas. There are a small number of streets where a change has been recommended and whilst it appears that this is an increase of 10p, this would also provide a longer period of parking. The recommendation would, therefore, actually provide a reduction in the overall cost per hour for parking in these areas reducing the current £3 per hour charge down to £2.40 per hour. In relation to charging, there is only one area (covering two streets) that has been recommended for an increase from 5p to 20p for 15 minutes. This increase is deemed necessary to bring the cost of parking in these two streets in line with costs in other local areas.
- 2.1.2 *Length of stay* – Appendix C sets out recommendations for increasing the length of stay in a number of on-street areas where short usage duration does not appear to complement the location or the types of facilities available in that area. A recommendation to increase the length of stay in these areas has, therefore, been made in order to provide greater flexibility for visitors.
- 2.1.3 *Hours of operation* – Appendix C sets out the current hours of operation for on-street parking in different areas in the City and it is recommended that no changes are made.

Many of the responses in Cambridge City were from local residents and a number of issues were raised in the consultation, such as motor cycle bays, cycle parking and resident parking which will be considered as part of a wider on-street parking policy review.

## 2.2 Cambridge City – Sunday

There are currently no charges for on-street parking on a Sunday; however, there has been a considerable increase in shopping and visitor numbers on Sundays and charges have been introduced by the City Council for off-street parking. As part of the consultation, respondents were asked for their views on whether a charge for on-street parking should be introduced on a Sunday. The consultation identified a fairly even split between those who were and those who were not in favour of a Sunday charge.

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. It is, therefore, recommended that a charge of £1 or £2 per hour is introduced between the hours of 9am-5pm for approximately 800 bays (from a total of 1600) at the locations as detailed in Appendix D. The charge would be introduced in the city centre and those directly surrounding areas. It is recommended that a charge is not applied in areas where residents' schemes do not operate for 7 days a week.

It is not envisaged that the introduction of Sunday charging will lead to any significant increase in double yellow line abuse as there is an expectation of less vehicle demand than currently experienced during the week where double yellow line parking is controlled effectively. Sufficient enforcement will be provided and single yellow lines which currently apply on Sunday will continue to be enforced along with all other active restriction.

## 2.3 Huntingdonshire

On-street charges apply to a limited number of streets in Huntingdon, St Neots and St Ives. The main issues the consultation considered in these areas related to the cost for on-street parking and length of stay.

**2.3.1 *Charging*** - The current tariff for on-street parking in this district is 30p per hour which was set in 1998. From the consultation, 65% of respondents were supportive of an on-street charge that was equal to or higher than off street parking charges, which is currently 80p per hour. An increase to 80p per hour for on-street parking would align costs with nearby off street parking. As the main aim of the on-street parking areas in Huntingdonshire has been to allow short duration stays in key central areas, it is proposed that a tariff of 20p per 15 minutes is introduced to increase flexibility of duration options.

**2.3.2 *Length of stay*** - The majority of comments for St Ives favoured the 1 hour limitation whereas in St Neots and Huntingdon, some respondents suggested extending the length of stay up to 3 hours. As visitors to all of 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 parking option for short visits to the market towns.

**2.3.3 *Hours of operation*** - No changes to the current hours of enforcement, Monday to Saturday 8am to 6pm, are recommended.

**2.4** It is important that charges, length of stay and hours of operation in both Cambridge City and Huntingdonshire are regularly reviewed to ensure they remain fit for purpose. A review will, therefore, be undertaken every 2 years unless a significant change has occurred in an area which may lead to an earlier review being required.

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

### **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 recommendations in this report are aimed at ensuring maximum availability of space to encourage shoppers or visitors to a local area.

### **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.

### **3.4 Ways of working**

*Working at the local level* - It is important that on-street parking in different local areas is suitable for the needs of that particular community. Officers

have worked to ensure that recommendations have been shaped to take into account the consultation results, usage data as well as the local needs for on-street parking in each area.

#### **4. SIGNIFICANT IMPLICATIONS**

##### **4.1 Resource and Performance Implications**

The proposed on-street parking charges are expected to meet budget requirements to avoid any deficit in the parking account. Surplus generated is re-invested in transport in accordance with current legislation.

##### **4.2 Statutory, Risk and Legal Implications**

Should Cabinet approve the proposals, the next step is to proceed with Statutory Consultation. The proposals will be advertised in the local press and on the Council's website for a period of 21 days, during which comments can be made. Should any objections be received during the advert period, then these are considered by the Portfolio Holder for Highways and Community Infrastructure. Depending on the nature of the objections a further report may be required seeking Cabinet/Committee approval.

Once the proposals have been approved the traffic regulation order is then made and sealed, with a further notice placed in the press within 14 days of the order being made. If any objections are not withdrawn prior to Member approval of the proposals, then also within 14 days of the order being made the Council must write to those who lodged objections, outlining why the decision was made. Depending on the nature of comments received during the statutory consultation the whole process could take up to 3 months.

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

A Community Impact Assessment has been completed (attached as Appendix E) in relation to the recommendations set out in this report which shows that there are no significant implications identified in relation to Equality and Diversity.

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

An informal consultation was undertaken in relation to on-street parking and the process for this consultation is set out in paragraph 1.3. A summary of consultation responses is attached in Appendix A (Cambridge City) and Appendix B (Huntingdonshire).

##### **4.5 Public Health Implications**

No significant implications identified.

<b>Source Documents</b>	<b>Location</b>
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>
On-Street Parking Policy	<a href="http://www.cambridgeshire.gov.uk/transport/trafficmanagement/parking-policy.htm">http://www.cambridgeshire.gov.uk/transport/trafficmanagement/parking-policy.htm</a>