

**CAMBRIDGE PARK AND RIDE SYSTEM – CHANGES TO THE CITY OF
CAMBRIDGE AND SOUTH CAMBRIDGESHIRE (OFF STREET PARKING PLACES)
ORDER 2012**

To: Cabinet

Date: 4th March 2014

From: Executive Director: Economy, Transport and Environment

Electoral division(s): All

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

Purpose: To determine representations received in response to the advertisement of the Traffic Order for the implementation of parking charges at the Cambridge Park and Ride sites.

Recommendation: It is recommended that Cabinet:

- a) Note the objections and representations
- b) Consider the amendments suggested as a result of the representations made
- c) Approve the proposed amended scheme as attached as Appendix 2.

| Officer contact: | | Member contact: | |
|-------------------------|--|------------------------|--|
| Name: | Joseph Whelan | Name: | Councillor Mac McGuire |
| Post: | Head of Passenger Transport Services | Portfolio: | Deputy Leader of the Council (with responsibility for Highways and Community Infrastructure) |
| Email: | Joseph.Whelan@cambridgeshire.gov.uk | Email: | Mac.McGuire@cambridgeshire.gov.uk |
| Tel: | 01223 715585 | Tel: | 01223 699173 |

1. BACKGROUND

- 1.1 Cabinet agreed to introduce parking charges at the five Cambridge Park and Ride sites in September 2013. The charges are being introduced to meet the £1million per annum cost of operating the Cambridge Park and Ride sites.
- 1.2 Work is proceeding towards implementing the parking charges in May 2014. An important step is to amend the Traffic Regulation Order that currently governs the sites to set the level and periods of operation of the charges.
- 1.3 The two key changes proposed are:
 - To change the hours for which the Order is in force. The current position is that the Order is in force for the hours of opening of the sites and. The proposal is to change the order to be in place for 24 hours per day every day of the year.
 - To define the charging regime - Appendix 1 shows the proposed charging schedule that was published.

2. STATUTORY CONSULTATION OUTCOME

- 2.1 The proposed changes to the traffic regulation order were advertised in line with statutory legislation from 24th January 2014 until 14th February 2014. As part of this process, notices were installed at the five Park and Ride sites and the proposed changes were also advertised in the local press.
- 2.2 The closing date for responses was 14th February 2014. At the time of writing, a total of 191 objections and representations have been received in response to the advert. Cabinet have delegated the determination of TRO objections to the Portfolio Holder for Highways and Community Infrastructure. However as a significant number of objections have been received it is considered inappropriate to determine these through the delegated process, and it was agreed in consultation with the Portfolio Holder to bring the decision to Cabinet.
- 2.3 The representations and objections fall into several themes. These have been summarised in Table 1, together with the number of responses received for each theme. The Officer responses to each theme are also shown in the table. Note that some representations covered more than one theme. A number of comments were made on the principle of introducing the charge; as this has already been determined by Cabinet it has not been considered further in this report.
- 2.4 Many of the issues raised were to be expected. However a particular issue raised is the duration of the £1 daily charge. In recognition of the impact this may have on those who work longer shifts or may wish to combine work with leisure activities in Cambridge it is proposed to extend the period covered by the £1 daily charge from 12 hours to 18 hours. An amended schedule is attached at Appendix 2.
- 2.5 In addition to the change proposed in the parking charging schedule noted above, it is also proposed to introduce parking controls on the roads next to the sites, where these don't already exist. Traffic Regulation Orders will be advertised for sections of Butt Lane (near Milton site) and Cherry Hinton Road and Babraham Road (near the Babraham Road site). A plan is attached at Appendix 3. The draft orders will prohibit parking on the highway and also the highway verge. This is necessary to maintain the safe operation of the highway and avoid potentially dangerous parking on the highway verge. Cambridgeshire Constabulary were consulted on these proposals and have not objected.

2.6 In recognition of concerns about possible displacement of parking into the village of Milton it is proposed to undertake before and after surveys to identify and if necessary address the consequences of any displaced parking.

Table 1: Objections and Response

| Objection Theme | Officer Response |
|---|---|
| <p>Risk of increased parking taking place in Butt Lane Milton as a result of the introduction of the parking charge; Increased traffic congestion in Butt Lane, Humphries Road and Coulson Road as a result of displaced parking.</p> | <p>Given the level of charge proposed and that around half of Park and Ride users are commuters and therefore could be expected to be more sensitive to increases in total journey time, parking several minutes' walk from the site is unlikely to be attractive for peak time commuters.</p> <p>It is proposed to survey the Humphries Road/Butt Lane/Coulson Road area prior to the introduction of the parking charge. This will set a baseline of traffic conditions in this area. Subsequent surveys will be undertaken 6 months and 12 months after the introduction of the charge. It may be necessary to draw up and consult on changes to on street parking in this area should problems arise.</p> <p>One resident has suggested the establishment of a controlled parking zone in the Butt Lane area to deal with the possible impact of displacement parking.</p> <p>107 objections/representations were received on this theme. These include local Councillors, Milton Parish Council and Milton Primary School.</p> |
| <p>Displacement Parking elsewhere</p> | <p>For all but the Trumpington Park and Ride site, the nearest residential streets with parking are around 500m walk distance from the bus terminal, indeed for Babraham Road and Newmarket Road, they are over 1km away.</p> <p>Given the level of charge proposed and that around half of Park and Ride users are commuters and therefore could be expected to be more sensitive to increases in total journey time, parking several minutes' walk from the site is unlikely to be attractive.</p> <p>23 objections/representations were made on this theme including a local Councillor.</p> |
| <p>Impact on shift working and the night time economy</p> | <p>The period of 12 hours was selected as a working day. Many comments have been raised that this is not long enough and would not suit employees who use the Park and Ride site and travel on into the City. It has also been suggested that there will be an impact on the night-time economy if visitors and workers wish to stay on during the evening are met with a charge of £10 for their stay. A number of suggestions have been made as to the period for which the £1 should be in place. They range from 14 hours and 10 minutes (the time between the first and last bus) to 24 hours.</p> <p>Others have suggested that there should be a discount on the weekly ticket price and that the period of free parking should be much longer than an hour.</p> |

| | |
|--|--|
| | <p>An amended charging schedule is proposed.</p> <p>There were 19 comments made on this theme including local Councillors and Haslingfield Parish Council.</p> |
| <p>Make parking more attractive in Cambridge City</p> | <p>The Park and Ride sites are an important part of the Council's sustainable transport strategy, reducing the need to drive into the city centre and allowing city centre car parking to be utilised mainly for shorter, non-commuting trips. They contain over 5,000 spaces with bus services running on a 10-minute frequency throughout the day, seven days a week. They therefore provide a very attractive alternative to driving into Cambridge city centre, especially when compared to the cost of central area car parking.</p> <p>On-street parking is generally time-limited and subject to Civil Enforcement. Off-street parking is expensive with the cost of three hours' parking at the main city centre car parks ranging from at least £3.80 to £6.50 and for a daily stay between £12.50 and £25.</p> <p>30 objections/representations were received on this theme.</p> |
| <p>Discourages parking and cycling</p> | <p>It is important that all users of the Park and Ride sites make a contribution to their upkeep. The proposed charges of £1 per day is new but not expected to reduce the level of cycling from the individual sites.</p> <p>6 objections/representations were made on this theme.</p> |
| <p>Proposed 1 hour of free parking should be increased to 3 to 4 hours to allow users to use local facilities.</p> | <p>The Park and Ride site where there are immediate local facilities is Trumpington where there is a Waitrose supermarket in close proximity and also the John Lewis warehouse. Waitrose has a significant car park on-site. The John Lewis facility has customer parking and the proposed period of 1 hour free parking is sufficient to allow visitors to the John Lewis warehouse to collect their goods. Therefore it is not necessary to adjust the period of 1 free parking and it will remain at 1 hour.</p> <p>2 objections/representations were made on this theme.</p> |
| <p>Will drive up house prices in the City of Cambridge</p> | <p>There is no direct relationship between the car parking charge and local house prices. It is not necessary to adjust the charging schedule for this reason.</p> <p>1 objection/representation was made on this theme.</p> |

3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

3.1 Developing the local economy for the benefit of all

Significant numbers of people rely on the Park and Ride services to gain access to employment, education, leisure activities and training. Many customers of the retail and other business sectors within the city rely on Park and Ride to transport their customers. However, it should be noted that even with this proposed parking charge, the cost of using Park and Ride is more competitive (particularly for stays above 3 hours) than off and on

street parking in Cambridge city and even more competitive if there is more than one occupant in the car paying the £1 charge.

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

3.2 Helping people live healthy and independent lives

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

3.3 Supporting and protecting vulnerable people

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

3.4 Ways of working

The continued operation of Park and Ride is vital. If the parking charges were not raised then the level of service including the hours for which the buildings and toilets are open would reduce and impact on the positive role that the system currently plays.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource and Performance Implications

The cost of implementation of the parking charges will be covered by existing County Council budgets. The capital cost is around £400,000 and an annual revenue cost, including enforcement is £40,000, including licences for the Automatic Number Plate Recognition system that will manage the car parking charging.

4.2 Statutory, Risk and Legal Implications

The areas of risk are the safe management of the highway and also the potential impact of displaced parking. The mitigation to both risks is discussed above.

4.3 Equality and Diversity Implications

No significant implications identified.

4.4 Engagement and Consultation Implications

The proposed changes have been advertised and generated a significant response.

4.5 Public Health Implications

Please see paragraph 3.2.

| Source Documents | Location |
|--|---|
| Representations and Objections to the Proposed Changes to the Order Consultants' Report on Possible Impact of Parking Charges | Castle Court A Wing 3 rd Floor |

Park And Ride Parking Places – consultation schedule

| Waiting time/period | Babraham Road park & ride site car park | Madingley Road park and ride site car park | Butt Lane Milton park and ride site car park | Newmarket road park and ride site car park | Hauxton Road Trumpington park and ride site car park |
|--|--|---|---|---|---|
| Up to 1 Hour | Free | Free | Free | Free | Free |
| Between 1 hour and 12 Hours | £1 | £1 | £1 | £1 | £1 |
| Season Tickets For Pre-Purchased 1-12 Hours Parking only | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 |
| Between 12 hours and 24 hours | £10 | £10 | £10 | £10 | £10 |
| Between 24 hours and 48 hours | £20 | £20 | £20 | £20 | £20 |
| Between 48 Hours and 72 Hours. | £30 | £30 | £30 | £30 | £30 |
| Maximum Time Limit | 72 Hours | 72 Hours | 72 Hours | 72 Hours | 72 Hours |

Coach Parking Places – consultation schedule

| | Madingley Road Park And Ride Site Coach Parking Area | Butt Lane Milton Park And Ride Site Coach Parking Area | Hauxton Road Trumpington Park And Ride Site Coach Parking Area | Babraham Road Park And Ride Site Coach Parking Area |
|--------------------|---|---|---|--|
| Parking Charge | Buses and Coaches £10 per day or per visit whichever is the shorter | Buses and Coaches £10 per day or per visit whichever is the shorter | Buses and Coaches £10 per day or per visit whichever is the shorter | Buses and Coaches £10 per day or per visit whichever is the shorter |
| Maximum Time Limit | 72 Hours | 72 Hours | 72 Hours | 72 Hours |

Park And Ride Parking Places – amended schedule

| Waiting time/period | Babraham Road park & Ride site car park | Madingley Road park and ride site car park | Butt Lane Milton park and ride site car park | Newmarket road park and ride site car park | Hauxton Road Trumpington park and ride site car park |
|--|--|---|---|---|---|
| Up to 1 Hour | Free | Free | Free | Free | Free |
| Between 1 hour and 18 Hours | £1 | £1 | £1 | £1 | £1 |
| Season Tickets For Pre-Purchased 1-18 Hours Parking only | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 | Annual £230 Four weekly £20 |
| Between 18 hours and 24 hours | £10 | £10 | £10 | £10 | £10 |
| Between 24 hours and 48 hours | £20 | £20 | £20 | £20 | £20 |
| Between 48 Hours and 72 Hours. | £30 | £30 | £30 | £30 | £30 |
| Maximum Time Limit | 72 Hours | 72 Hours | 72 Hours | 72 Hours | 72 Hours |

Coach Parking Places – amended schedule

| | Madingley Road Park And Ride Site Coach Parking Area | Butt Lane Milton Park And Ride Site Coach Parking Area | Hauxton Road Trumpington Park And Ride Site Coach Parking Area | Babraham Road Park And Ride Site Coach Parking Area |
|--------------------|---|---|---|--|
| Parking Charge | Buses and Coaches £10 per day or per visit whichever is the shorter | Buses and Coaches £10 per day or per visit whichever is the shorter | Buses and Coaches £10 per day or per visit whichever is the shorter | Buses and Coaches £10 per day or per visit whichever is the shorter |
| Maximum Time Limit | 72 Hours | 72 Hours | 72 Hours | 72 Hours |