

Business Case

B/R.7.120 - Deployment of current surpluses in civil parking enforcement to transport activities

Project Overview

Project Title	B/R.7.120 - Deployment of current surpluses in civil parking enforcement to transport activities		
Project Code	TR001525	Business Planning Reference	B/R.7.120
Business Planning Brief Description	Simplifying tariff structure and some changes to the charges of on-street car parking. This is following a review for the purpose of more effective traffic management.		
Senior Responsible Officer	Richard Lumley		

Project Approach

Background

Why do we need to undertake this project?

There is a committee agreement in place to carry out a review of parking charges every two years to assist in effective traffic management.

What would happen if we did not complete this project?

Less effective traffic management.

Approach

Aims / Objectives

Following the review, make any required changes to parking charges to maximise traffic management.

Project Overview - What are we doing

We will analyse and propose the best method of adjusting charges to support the traffic management objectives. This will require staff time and advertising costs for the required changes. A simplified tariff structure will make it easier for people to understand and it could also minimise overstaying. Any parking surplus will be reinvested in line with legal restrictions.

What assumptions have you made?

Ongoing congestion and traffic issues in Cambridge.
Changing demands of public and businesses.

What constraints does the project face?

Legislation for setting charges on-street: Road Traffic Regulation Act 1984

Delivery Options

Has an options and feasibility study been undertaken?

Other options included

- no action
- no variation on days
- different tariffs

Scope / Interdependencies

Scope

What is within scope?

On-street parking charges, days and times of charges,

What is outside of scope?

City Council owned off street car parks
Park and Ride car parks

Project Dependencies

Title

Cost and Savings

See accompanying financial information in Table 3

Non Financial Benefits

Non Financial Benefits Summary

- Traffic management
- controlling vehicle movement
- supporting public transport
- improved air quality
- reduced congestion

Title

Risks

Title

Public perception

Project Impact

Equality Impact Assessment

Who will be affected by this proposal?

The general public using off street parking in Cambridge

What positive impacts are anticipated from this proposal?

- Cleaner air
- Better traffic management
- Support of public transport

What negative impacts are anticipated from this proposal?

- Increased cost and increase in days and times of charging.
- Financial impact to individuals using the parking

Are there other impacts which are more neutral?

Blue Badge Holders will still be able to park as they currently do

Disproportionate impacts on specific groups with protected characteristics

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

No disproportionate impacts on protected characteristics identified.

Business Case

B/R.7.119 - Income from bus lane enforcement

Project Overview

Project Title	B/R.7.119 - Income from bus lane enforcement		
Project Code	TR001526	Business Planning Reference	
Business Planning Brief Description	Replacement of bollard restriction at Worts Causeway with DFT approved device camera enforcement. Primary aim to enforce restriction to limit private vehicle access and prioritise public transport. Funding to be provided from internal On street account or GCP. Project group established with objectives and timescales identified. Prepare site, completed signs and lines review and implementation. Install cameras and complete full comms operation.		
Senior Responsible Officer	Sonia Hansen		

Project Approach

Background

Why do we need to undertake this project?

The Primary aim is to ensure the priority of public transport in order to support the overarching transport strategy.

What would happen if we did not complete this project?

There would be continued delays to public transport and excessive private vehicle activity in central Cambridge.

Approach

Aims / Objectives

To support public transport by enforcing the restrictions on private vehicle access in central Cambridge

Project Overview - What are we doing

- Meeting the Authority's strategy to control traffic movement in Cambridge.
- Replacing costly restriction infrastructure and installing effective controls which are not a financial burden on the Authority.

Schedule:

- Feasibility and liaison with Development regarding Worts Causeway by August 2019. Response has indicated developments will not materially impact on the project.
- Scheme design and request target cost by September 2019.
- Target costs from Skanska to be agreed/implemented with Skanska by December 2019
- Scheme implementation by Skanska by March 2020
- Go live April 2020

What assumptions have you made?

Motorists will be sufficiently dissuaded, in order to improve traffic movements in the key areas.

What constraints does the project face?

Legislation, negative media and public perceptions.
Development activities in the area.

Delivery Options

Has an options and feasibility study been undertaken?

Scope / Interdependencies

Scope

What is within scope?

Worts Causeway bus gate

What is outside of scope?

other bus lane sites

Project Dependencies

Title

Cost and Savings

See accompanying financial information in Table 3

Non Financial Benefits

Non Financial Benefits Summary

- ✓ Improved vehicular movement
- ✓ limited congestion
- ✓ faster public transport
- ✓ improved air quality

Title

Risks

Title

Project Impact

Equality Impact Assessment

Who will be affected by this proposal?

Public, public transport, Local Authority

What positive impacts are anticipated from this proposal?

Compliance with restriction supporting Authority Transport strategy with sufficient income to cover costs and operation.

What negative impacts are anticipated from this proposal?

Public perception of enforcement can be seen as negative and critical of the Authority.

Are there other impacts which are more neutral?

NA

Disproportionate impacts on specific groups with protected characteristics
Details of Disproportionate Impacts on protected characteristics and how these will be addressed
No specific risks identified