

Residents' Parking Delivery Review

To: Highway & Transport Committee

Meeting Date: 09 March 2021

From: Steve Cox – Executive Director, Place and Economy

Electoral division(s): All Cambridge divisions

Forward Plan ref: N/A

Key decision: No

Outcome: To review and agree a way forward on the delivery of Residents' Parking Schemes and determine future delivery across the City of Cambridge.

Recommendation: The Committee is asked to:

- a) Consider the four options outlined in part 1 of this report and, in-line with officers' recommendation, approve option 4 as the most appropriate way forward.
- b) Consider the four options outlined in part 2 of this report and instruct officers to undertake further work and to come back to committee later in 2021 with a detailed proposal.

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1. BACKGROUND

- 1.1 In 2017 the Greater Cambridge Partnership (GCP) committed £1.1m to fund the introduction of Residents Parking Schemes (RPS) across the City of Cambridge. This funding was made available for a period of four years which ends in March 2021.
- 1.2 In the last 4 years, 14 new RPSs have been considered, of which 8 have been installed and 6 were not supported at either the informal or public consultation stage. The implementation cost will be in the region of £650k. A further £60k of GCP funding has been secured for 2021/2022 to cover the cost of completing the remaining scheme reviews.
- 1.3 On the 10th March 2020, the Highway and Infrastructure Committee (H&I) paused the introduction of further RPSs for a period of one year. Shortly after this pause, the country went into national lockdown due to the Covid-19 pandemic.
- 1.4 Covid-19 has resulted in a dramatic change in work and travel patterns. These changes reduced the demand for parking across all the Park and Ride sites, the City Council's car parks and the demand for on-street parking by commuters into Cambridge. The reduction in traffic movement brought a significant drop in congestion and air pollution which combined with central government funding initiatives, made cycling and walking more attractive options.
- 1.5 The move to home working has impacted on some of the inner city RPSs where demand for on-street parking exceeds available parking space. The increased parking demand has pushed these more finely balanced schemes to capacity and in some cases over capacity. Both residents and local Councillors have expressed their concerns regarding the sustainability of these schemes and the increased competition for finite parking capacity. The 2017 Automatic Number Plate Recognition (ANPR) city wide survey undertaken by the GCP found that around 50% of car journeys within Cambridge City originated in the city.
- 1.6 Understanding what the long-term implications of this pandemic will have on work and travel patterns is still not known. However, the current pressure on parking within the city is unlikely to change for some time and may continue through the recovery phase and therefore a different approach to the way that residents parking operates would seem necessary. An approach which balances the needs of local communities and supports the overarching environmental aspirations/commitments of the County Council to reduce car use, improve air quality and support more sustainable modes of transport such as cycling, walking, public transport and car clubs is needed.

2. MAIN ISSUES

Residents Parking Schemes

- 2.1 In response to the changing parking demand, four options have been explored for the future delivery of RPSs across Cambridge City. These options are set out below along with comments on the main advantages and disadvantages.
 - **Option 1** - Do nothing. As detailed above the pressure on parking across the city from non-residents has dropped significantly as more people work from home. This situation is unlikely to change for the foreseeable future.

Advantage	Disadvantages
No funding would be required to support the introduction of new RPSs.	Frustration from residents/councillors in areas where parking controls would be beneficial and potential for inequality between areas.
Could influence car ownership levels in the city	Options available to effectively manage traffic and parking would be reduced.
	Loss of staff through redundancy or deployment with no guarantee that resources would be readily available if RPSs were returned to the agenda.

- **Option 2** - Pause the development of any new RPSs for a further 12 months. As we are in unprecedented times, this 'holding' period will allow time to assess the long-term impact of Covid-19 on work and travel patterns and on-street parking demand.

Advantage	Disadvantages
Allows the assessment of the long-term impact of Covid-19 on working/travel patterns and car ownership.	Frustration from residents/councillors in areas where parking controls would be beneficial and potential inequality between areas.
Allows the provisions of more sustainable travel measures through the Covid-19 transport schemes and other GCP schemes to be implemented mitigating parking displacement from any future RPSs	Loss of staff through redundancy or redeployment, with no guarantee that resource would be readily available again in 12 months' time.
With the ongoing growth in Cambridge and pressure on parking in some areas a delay may lend further support to any future schemes being considered.	The number of proposed schemes 'back-logged' awaiting progression may increase.

- **Option 3** – Permit the implementation of schemes. Continue the implementation of new schemes in-line with the Residents Parking Scheme Policy.

Advantage	Disadvantages
Better overall management of on-street parking across the city, improved road safety and traffic flow particularly for emergency/refuse vehicles.	Promoting RPSs too early, i.e. before the long-term impact of Covid-19 on parking demand can be fully assessed may result in abortive work, increased cost and schemes not fit for purpose.
Ability to adjust priorities dependent on resident demand and/or on-street parking pressures.	Reduction in on-street parking capacity in already busy areas, i.e. in order to accommodate junction/access protection, pay & display, disabled and car club bays, increased parking pressures from displacement in other adjoining residential areas.

Advantage	Disadvantages
Encourages modal shift to more sustainable modes of transport, reduction in congestion and improved air quality in-line with GCP objectives.	Lack of mitigation for parking displacement, particularly for communities outside of Cambridge.
Continues the ongoing RPS delivery momentum.	Funding would be required for the consultation for any proposed schemes that fail to achieve the required level of support at the public or statutory consultation stage and the policy surrounding the level of support for a scheme tightened up to reduce the risk of additional funding being required. Successful schemes consultation and implementation would be funded by residents as GCP funding has ceased.

- **Option 4** - Defer any decision on further RPSs. The GCP is proposing the development of an Integrated Parking Strategy, working closely with the County and City Councils, which would provide an opportunity to reflect on the future role of RPSs as part of a wider plan to manage parking.

Advantage	Disadvantages
Better overall management of on-street parking across the city, improved road safety and traffic flow by ensuring the appropriate controls are taken in the right areas as RPSs may not always be the most appropriate course of action.	Frustration from residents/councillors in areas where parking controls would be beneficial but may not form part of the wider programme.
Enables the mitigation of parking displacement as RPSs would form part of the wider programme of measures.	Reduction in parking capacity, i.e. in order to accommodate junction/access protection, pay & display, disabled and car club bays.
Funding would be sought to support the introduction of a range of traffic management measures which may include, double yellow/single yellow lines to ensure the free flow of traffic, pay and display/limited waiting to support local facilities and new RPSs.	

2.2 Considering the above options and taking into account that the full impact of Covid-19 on RPSs is not fully known, it is proposed that option 4 is taken forward. This will enable the County Council to work with the GCP and our partner authorities to develop a sustainable parking strategy which will support evolving parking demands.

Increasing Parking Pressure within Existing Schemes

2.3 There are 23 Resident' Parking Schemes (RPSs) (appendix 1) in Cambridge City and whilst many schemes are operating at or near capacity, five schemes are oversubscribed. These

are Castle, Guest, Kite, Tenison and Victoria. This has been exacerbated by the current situation with more residents working from home.

- 2.4 The table below looks solely at the number of Residents' Permits within each of these 5 schemes. In addition to Residents' Permits, there are around 8,700 valid Visitors' Permits across these 5 schemes.

Scheme Name	Estimated No. spaces	No. Valid Residents Permits	Households with 1 permit	Households with 2 permits	Households with 3 permits
Castle	356	447	316	55	7
Guest	65	72	29	17	3
Kite	257	360	252	48	4
Tenison	494	550	332	79	20
Victoria	164	179	111	34	-
Total	1336	1608	Total No. permits 1040	Total No. permits 466	Total No. permits 102

- 2.5 Whilst the 'new normal' is still uncertain, adopting a new management approach which supports the Council's environmental aspirations along with safeguarding the longevity of schemes is considered necessary to ensuring the sustainability of schemes both during recovery and beyond this pandemic.
- 2.6 By taking steps to effectively manage the evolving parking demand within these inner-city areas, we aim to reduce car ownership and encourage more sustainable travel methods such as walking, cycling and use of car clubs reducing congestion and air pollution.
- 2.7 The table below is a snapshot of how some other authorities across the country manage Residents' Permit limits:

Authority	1 st permit (12mths)	2 nd permit (12mths)	3 rd permit (12mths)	Additional information
York	£99.95	£187.50	£380	<ul style="list-style-type: none"> • 50% discount vehicles 2.7m or smaller & vehicles 120g/km² or less (Only applied to 1st permit) • Premium of £39 on vehicles over 5m. • Special permit for central area • Permits issued for 3,6,9 &12mths • Motorcycles park free
Bristol	£0 -£48	£96	£192	<ul style="list-style-type: none"> • Permits price based on emissions (Only applied to 1st permit) • Central area permit extra £50 • Permits issued for 3, 6, 9 &12mths
Bath	£100	£160	-	<ul style="list-style-type: none"> • Only 1 permit in central areas, max of 2 permits in other areas • Permits issued for 6 &12mths
Oxfordshire	£65	£65	£130	<ul style="list-style-type: none"> • 4th £200

Authority	1 st permit (12mths)	2 nd permit (12mths)	3 rd permit (12mths)	Additional information
				<ul style="list-style-type: none"> • Central Areas limited to 2 permits • Some areas allow parking in car parks
Edinburgh	£72 -£524	£92 -£661	-	<ul style="list-style-type: none"> • Permits price based on emissions • Discounted for outer city areas • Permits issued for 3, 6 &12mths • Motorcycles park free
Brighton	£165	£245	£325	<ul style="list-style-type: none"> • On first permit 50% discount for low emission and £50% surcharge for high emissions
Lambeth	£37 -£318			<ul style="list-style-type: none"> • Permits prices based on emissions • Surcharge for diesel vehicles • No limit on the number of permits except for new developments. • Permit issues for 3, 6 &12mths
Hammersmith & Fulham	£119	£497		<ul style="list-style-type: none"> • Permit issues for 6 &12mths • Free permit for fully electric vehicles, 1st permit only. • Emission discount, 1st permit only
Westminster	£112 - £158			<ul style="list-style-type: none"> • Permits price based on engine size, over 1200cc and under 1200cc • 'Eco vehicles' are free (Electric/gas/hybrid) • Max 2 vehicles on one permit but the permit can only be used by 1 vehicle at any one time.

2.8 As highlighted in the table above, there are a variety of processes and charging mechanisms used to manage parking demand, each one tailored to an area's unique requirements.

2.9 The below four proposals focus on reducing parking demand and promoting a modal shift to more sustainable transport options by reducing the reliance on car ownership. These options are set out below along with comments on the main advantages and disadvantages.

- **Option 1** – Do nothing.

Advantage	Disadvantages
Allows time to assess the long-term impact of Covid19 on work and travel patterns	Frustration from residents/councillors in areas where parking demand exceeds capacity.

- **Option 2** – Limit the number of permits issued in the more central, densely populated schemes. Schemes such as Brunswick, Castle, Guest, Kite, Park, Petersfield, Newtown, Regent, Tenison and West Cambridge.

Advantage	Disadvantages
Reduce parking demand within these inner-city schemes by limiting the number of permits issued.	Frustration from residents that currently hold multiple residents' permits and fully utilise their Visitors' Permit allocation.
Reduce congestion, improved air quality and promotes more sustainable modes of transport moving away from car ownership.	Frustration from residents as not all of these inner-city schemes are oversubscribed.
Contributes to the overarching environmental aspirations/commitments of the council.	Inequality across schemes.
	Reduction in permit revenue. Permit prices may need to be reviewed to ensure providing RPSs is cost neutral.
	IT upgrade costs

Note - In the above ten schemes: 50 households have 3 Residents' Permits. 1998 households have between 0-20 Visitors' Permits, 44 between 21-40 and 2 have 41+.

- **Option 3** – Take a wider approach by limiting the number of permits issued across all schemes.

Advantage	Disadvantages
Reduce parking demand within all schemes across the city by limiting the number of permits issued.	Frustration from residents that currently hold multiple residents' permits and fully utilise their Visitors' Permit allocation.
Reduce congestion, improved air quality and promotes more sustainable modes of transport moving away from car ownership.	Frustration from residents as not all schemes are oversubscribed.
Support the overarching environmental aspirations/commitments of the council.	Reduction in permit revenue. Permit prices may need to be reviewed to ensure providing RPSs is cost neutral.
Acknowledge the impact all residents' have on the local environment.	IT upgrade costs

Note - Across all schemes: 115 households have 3 Residents' Permits. 4665 households have between 0 - 20 Visitors' Permits, 82 between 21-40 permits and 3 have 41+, over 20,800 permits in total.

- **Option 4** – Consider a new charging mechanism which offers a reduced tariff for low emission vehicles, an increased tariff for high emission vehicles and surcharges for multiple permits.

Advantage	Disadvantages
Reduces parking demand across all schemes through tariffs and surcharges.	Frustration from residents that currently hold multiple residents' permits and high emission vehicles.
Reduce congestion, improves air quality and promotes more sustainable modes of transport moving away from car ownership.	Economic implication for individual households.
Contributes to the overarching environmental aspirations/commitments of the council.	Reduction in permit revenue. Permit prices may need to be reviewed to ensure providing RPSs is cost neutral.
Acknowledges the impact all residents' have on the local environment.	Upgrade IT costs

2.10 Other areas to consider reviewing:

- Property eligibility, in particular that surrounding new and redevelopments.
- Current limits on Visitor's Permits (if not changed at this time)
- The use of and current limits on Tradespersons Permits.
- If space within each scheme is fully utilised, maximising parking capacity whether that be residents parking, car club bays, cycle parking and ensuring operational hours are still appropriate.

2.11 All options above would require a change to the Residents' Parking Policy and an amendment to the Traffic Regulation Order (TRO) as both documents underpin the Residents' Parking Schemes across the city. Whilst Highways and Transport committee can approve the Policy amendment, a change to the TRO would first need to be formally advertised with any objections determined by delegated decision or by Highway and Transport Committee.

2.12 Due to the complexity of the above options, it is proposed any decision on the management approach to be adopted be deferred at this time. This will enable officers to investigate and formulate a package of measures which safeguard the sustainability of schemes, support the Council's environmental commitments, complements the Integrated Parking Strategy and ensures permit fees are set at an appropriate level to cover all associated costs including enforcement.

3. Alignment with corporate priorities

3.1 A good quality of life for everyone

The main objectives of the Council's programme of RPSs is to prioritise parking for residents and discourage non-resident travel into Cambridge, with the aims of reducing congestion and improving air quality. The main objectives of reviewing existing RPSs are to reduce the increasing pressure on a finite number of parking spaces, with the aims of reducing dependence of vehicle ownership and support the need to provide alternative, sustainable parking options for all those that live in, visit and work in Cambridge.

3.2 Thriving places for people to live

A RPS should reduce the conflicting demands for on-street parking. By removing free, unlimited non-resident parking, the aim is to reduce through traffic and as such, reduce air pollution. RPSs offer a range of permit types which support residents, including free Medical Visitors' Permits for those that need care in their own homes, dispensations for health worker professionals providing care and Tradespersons' Permits.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

Effective management of parking including the introduction of RPSs, complements the Local Transport Plan and supports the Climate Change and Environment Strategy.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

RPSs as a whole should be self-funding, therefore the permit fee must cover all associated costs. If there is a surplus or a deficit in funding, this will be taken into account when the permit fees annual review is undertaken. The ongoing RPS costs are covered by permit fees and implementation costs by a one-off fee. The one-off implementations fee and annual Residents' Permit fee will be charged at the point of application. On an annual basis, permit fees are set at a rate which should ensure that RPSs as a whole are cost neutral to the Council.

Before consulting on new RPS's, funding would be need to be considered to cover the consultation costs for any proposed scheme(s) that fail to achieve the required level of support at the public or statutory consultation stage. Working with GCP on the development of an Integrated Parking Strategy, may offer funding opportunities.

If the delivery of new RPS is suspended this will have human resource implications which will be mitigated as far as possible through redeployment.

Any change to the TRO would have also have cost implications along with any change to permit limits or the permit pricing structure.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The introduction of a RPS carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermine road safety.

- Failure to cover the cost associated and ongoing charges will have a negative impact on budgets.

These can be mitigated by:

- Balancing the needs of residents, local business and the local community to keep traffic moving, improve pedestrian safety and reduce the risk of accidents on the road network.
- Applying suitable pricing structures, where appropriate, to ensure that all operational costs are covered.
- Offering alternative, sustainable modes of transport

The Council also has a general obligation under s122 of Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to “secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”.

4.4 Equality and Diversity Implications

There are no significant implications with this priority. An Equality Impact Assessment of Resident permit limits and fee structure is attached in appendix 2.

4.5 Engagement and Communications Implications

In the event that future RPSs do not proceed, officers will liaise with the relevant local county councillors to manage the potential reputational impact. In the event of permit limits or the permit fee structure changes, officers will contact those residents effected and give notice of any pending change.

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

There are no significant implications within this category.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes

Name of Officer: Gus de Silva

Has the impact on statutory, legal and risk implications been cleared by the Council’s Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Richard Lumley

Have any Public Health implications been cleared by Public Health Yes

Name of Officer: Iain Green

5. Source documents

5.1 Source documents

Residents' Parking Scheme Policy

GCP - ANPR Data Trip Chain Report

5.2 Location

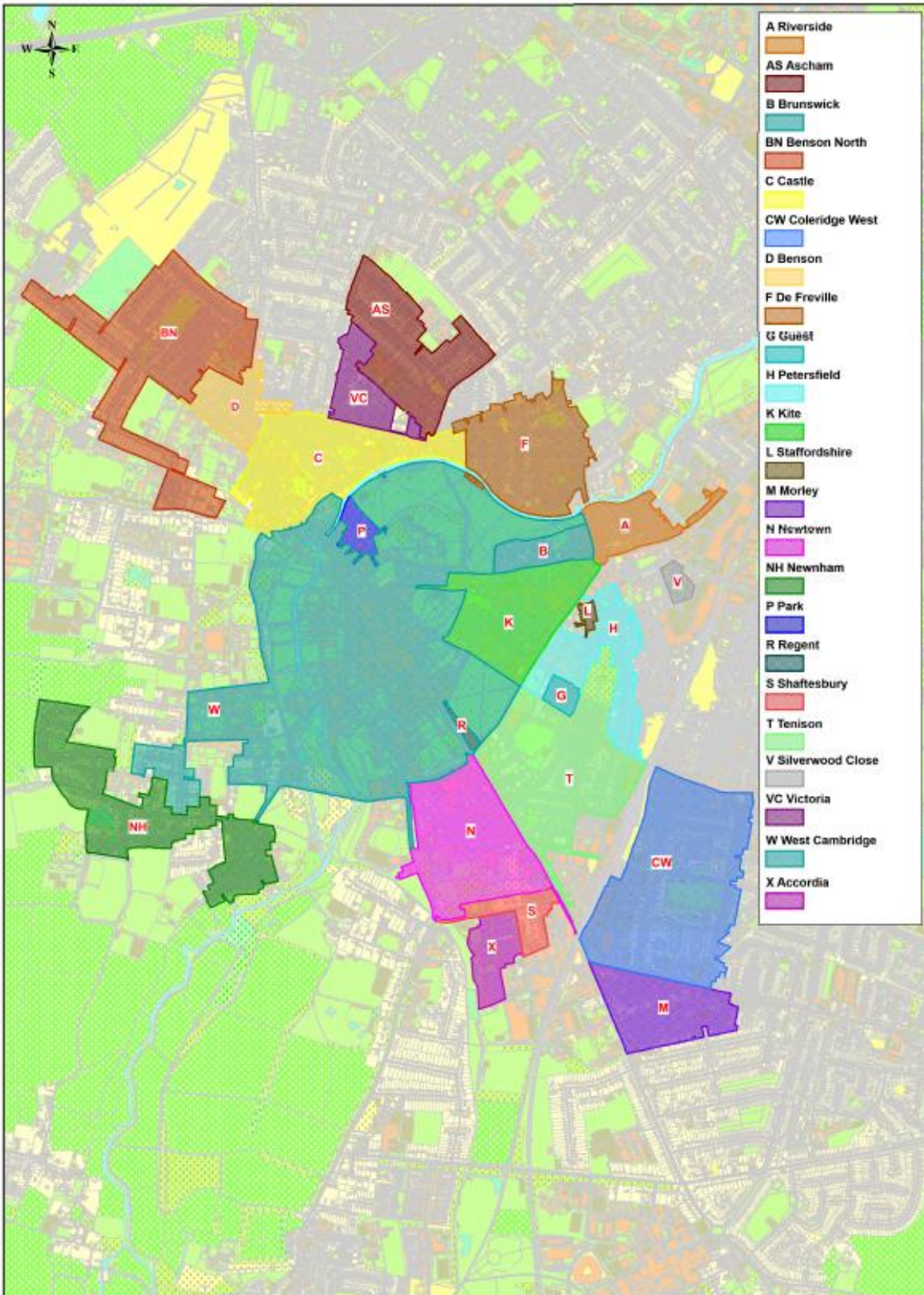
<https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Residents'%20Parking%20Scheme%20Policy.pdf>

<http://opendata.cambridgeshireinsight.org.uk/dataset/greater-cambridge-anpr-data-trip-chain-reports>

All report authors should use the Accessibility Checker in Word to check and address accessibility issues in reports before sending them to Democratic Services.

Appendix 1

Cambridge Residents' Parking Schemes



Scale (at A3): 1:18140

Centred at: 548460,258350

Date: 18/01/2021 By: fp586

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Equality Impact Assessment For employees and/or communities

Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Place & Economy		Name:	Nicola Gardner
Proposal being assessed:		Job Title:	Parking Policy Manager
Review of Resident permit limits and fee structure		Contact details:	01223 727912
Business Plan Proposal Number: (if relevant)		Date commenced:	15/01/21
		Date completed:	01/02/21
Key service delivery objectives:			
The aim of this proposal is to discuss how RPSs should be managed moving forward. The increased competition for a finite parking capacity is pushing RPSs to capacity and in some schemes over capacity. Consideration needs to be given to the long-term sustainability of existing and future schemes, supporting/encouraging more sustainable modes of transport and reducing reliance on car ownership.			
Key service outcomes:			
To ensure a balanced management approach is adapted which addresses the evolving demands for on-street parking within the inner-city areas. An approach which ensures the longevity of the services whilst still offering residents value for money.			
What is the proposal?			
To discuss and investigate options/mechanisms to effectively manage the increasing demand for on-street parking across the city. Options which will reduce the demand for parking within these inner-city areas, areas where parking demand exceeds capacity. Promoting more sustainable modes of transport with a view to reduce congestion and improve air quality of all those that live, work and visit Cambridge.			
What information did you use to assess who would be affected by this proposal?			
The figures used in this report were obtained from the County Council's permit data-base and were correct at the point this report was drafted (January 2021). Feedback has been received from residents and both local city and county councillors, predominately in those schemes where parking capacity is finely balanced.			
Are there any gaps in the information you used to assess who would be affected by this proposal?			
No			
Who will be affected by this proposal?			
Permits are chargeable. Any increase in permit cost could impact negatively on those with least ability to pay. In addition, a reduction in permit limits could affect those households where vehicle ownership exceeds the number of permits permitted.			

Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment			
*	Age	<input type="checkbox"/>	* Disability <input type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	* Marriage and civil partnership <input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	* Race <input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	* Sex <input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>	
	Rural isolation	<input type="checkbox"/>	Poverty X

Section 3: Equality Impact Assessment

Research, data and/or statistical evidence
The information regarding permit numbers was obtained from the IT system which supports Residents Parking Schemes. This information was correct at the point generated in January 2021.
Consultation evidence
N/A.
Based on consultation evidence or similar, what positive impacts are anticipated from this proposal?
<ul style="list-style-type: none"> Reduced parking demand across all schemes. Residents should find it easier to park close to their homes, benefiting those with limited mobility. Reduce the reliance of car ownership. Reduce congestion and improved air quality Reinforce the role residents' can have in relation to improving their local environment.
Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?
<ul style="list-style-type: none"> A further limit on the number of permits could impact negatively on those households where vehicle ownership exceed permit limits as alternative parking would need to be sought or car ownership reviewed Any increase in permit cost could impact negatively on those with least ability to pay.
How will the process of change be managed?
Any changes agreed by committee will need to be formally advertised as part of the Traffic Regulation Order (TRO) process. All objections raised by either residents' or non-residents will be considered.
Residents will be advised of any changes to permit limits or permit fees prior to their permit renewal date and our website will be updated accordingly. Any changes will be applied at the

point of renewal and this will be explained in the renewal letter. The Parking Permits Team will be available to answer and guide residents through the process.

How will the impacts during the change process be monitored and improvements made (where required)?


The project will be co-ordinated by the Parking Policy Team and monitored by the Parking Policy Manger. Any issues highlighted either via the above or from residents directly will be addressed promptly by officers.

Section 4: Equality Impact Assessment - Action plan

See notes at the end of this form for advice on completing this table.

Details of disproportionate negative impact (e.g. worse treatment / outcomes)	Group(s) affected	Severity of impact (L/M/H)	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
Associated permit cost	Residents	L	Advance notice will be given prior to any change being made and changes will be applied at the point of renewal.	CCC	Change Implementation	TBC
Associated permit limits	Residents	L	Advance notice will be given prior to any change being made and changes will be applied at the point of renewal.	CCC	Change Implementation	TBC

Section 5: Approval

Name of person who completed this EIA:	Nicola Gardner	Name of person who approves this EIA:	
Signature:		Signature:	Sonia Hansen
Job title:	Parking Policy Manager	Job title: <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Traffic Manager
Date:	01/02/21	Date:	09/02/2021