

**PARKING POLICY REVIEW**

*To:* Cambridge City Joint Area Committee

*Meeting Date:* 26<sup>th</sup> January 2016

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

*Electoral division(s):* All

*Purpose:* To update Members on the proposed countywide parking review and to consider changes to on-street parking charges in Cambridge to ensure the long term viability of the on-street account.

*Recommendation:* **The Committee is invited to comment:**

- a) on the key issues to be addressed in the review content and approve the aims of the review.
- b) on the revised on-street parking charges set out in appendix A, B and C and agree on their preferred option
- c) on the proposed non-refundable deposit and approve its introduction.

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## **1. BACKGROUND**

- 1.1 The management of parking forms a key part of the County Council's approach to providing a high quality transport system for Cambridgeshire which supports the needs of residents, businesses, and visitors enabling the delivery of our ambitious plans for development and economic growth across the County.
- 1.2 The development of a succinct parking strategy will ensure that the policies for parking supply, management and operation in Cambridgeshire are:
  - supportive of the wide range of transport infrastructure and service improvements being progressed and proposed;
  - implemented in a co-ordinated and timely manner; and
  - acceptable and financially sustainable.
- 1.3 There are essentially two key pieces of legislation that place a duty on and give the power to local authorities to secure the safe and efficient movement of traffic and the provision of suitable and adequate parking facilities. These are the 1984 Road Traffic Regulation Act (RTRA) and the 2004 Traffic Management Act (TMA).
- 1.4 Successfully managing parking is one of the most effective means of tackling congestion. The ease and convenience with which the public and businesses can access a location by car can have a major influence on a location's overall success and in particular its economic vitality and viability.

## **2 AIM OF THE REVIEW**

- 2.1 The aim of the parking review is to:
  - a. Develop a coherent and robust parking policy that is fit for purpose meeting the needs of communities across Cambridgeshire.
  - b. Agree a program and process for undertaking reviews of parking policy going forward.
  - c. Complete framework within which parking requests can be dealt with effectively and efficiently.

## **3 MAIN ISSUES**

- 3.1 There are a number of main issues to address through the parking review as follows:
  - a. Ensure on-street parking controls minimise danger caused by obstructive parking, safeguard the free movement of traffic, offer a fair distribution of suitable on-street parking spaces and reduce the need for private travel by encouraging alternative means.

- b. Establish a clear and robust Resident Parking Policy which guarantees the introduction of residents parking schemes are dealt with in a fair, consistent and transparent way balancing the needs of those who live, work and visit Cambridge and Cambridgeshire.
- c. Ensure there is adequate and specific parking provision for those with special needs including blue badge holders and health workers.
- d. Where possible establish adequate levels of off-street coach parking in and around Cambridge and market town centres along with sufficient on-street set down and pick up facilities.
- e. Ensuring that adequate provision is made for ranks for the standing of licenced taxis.
- f. Ensure Civil Parking Enforcement areas are managed and operated in a consistent, uniform and appropriate manner in all areas.

#### **4 THE WAY FORWARD**

- 4.1 There will be a particular emphasis on ensuring that the new policies are comprehensive balancing the needs for flexibility to allow for a local emphasis and to address local priorities whilst achieving a consistent approach across the county. For example, the need for residents parking schemes should be determined locally and if they are considered appropriate they should be introduced and operated in a way that is consistent across all areas.
- 4.2 Initially the review will focus on Cambridge City, given that this is the only area that has civil parking enforcement. However, the expectation is that the policy framework that is developed would be applicable to other areas of the county and certainly this would be the case should other places implement civil parking enforcement.
- 4.3 As a result of the volume of requests received from local Members and residents for parking schemes, primarily focus has been given to the development of a new standalone Resident Parking Policy. The Resident Parking Policy when complete will be a comprehensive document which offers clarity to all aspects of resident parking including the introduction of a new resident parking scheme along with changes to existing schemes.
- 4.4 This initial piece of work is due to be completed and available for review in June 2016 at which point the focus will move to the other key issues detailed which, along with a full review of the current parking policy, will conclude with the presentation of the new Parking Policy in mid-2017.

#### **5 KEY RESIDENT POLICY ISSUES AND PROPOSED CHANGES**

- 5.1 This section of the report sets out the key issues that need to be taken into consideration as part of the resident parking review process.

## Key issues

- 5.2 A shortfall of £88,547 in the revenue generated by the current fourteen resident parking schemes across Cambridge. These schemes were designed to be cost neutral with permit fees covering both set up and operational costs, this is no longer the case.

<u>Revenue</u>	£	-	<u>Current Costs</u>	£	-
Revenue 2014/2015		458,387	On-street/IT Enforcement Cost	£	333,638
			Back Office Staffing Costs	£	136,878
			Overhead Costs	£	76,418
<b>Total</b>	<b>£</b>	<b>458,387</b>	<b>Total</b>	<b>£</b>	<b>546,934</b>
<b>Grand Total</b>					<b>-£ 88,547</b>

- 5.3 The increasing demand on parking within many resident parking schemes is reaching unsustainable levels. With only 3,138 designated resident parking bays, 3,147 valid resident permits and **31,188** valid visitors permits, competition for space has never been greater and a day-to-day challenge for many residents.

<b>Scheme</b>	<b>No. Spaces</b>	<b>Valid Resident Permits</b>	<b>Valid Visitor Permits</b>	<b>Scheme</b>	<b>No. Spaces</b>	<b>Valid Resident Permits</b>	<b>Valid Visitor Permits</b>
Riverside	288	253	2,182	Kite	257	373	4,584
Brunswick	104	109	1,151	Newtown	182	193	2,472
Castle Hill	356	437	3,939	Park Street	54	40	1,208
Benson Road	235	156	932	Regent Terrace	8	5	166
De Freville Avenue	595	565	4,624	Shaftesbury	28	13	81
Guest Road	65	69	682	Tenison Road	494	538	5,829
Petersfield	373	352	2,937	W.Cambridge	99	44	401
<b>Grand Totals:</b>					<b>3,138</b>	<b>3,147</b>	<b>31,188</b>

- 5.4 The additional pressure that unsuccessful resident parking scheme formal consultation may have on the on-street account. Whilst this process is essential when establishing the level of support for a new scheme, there are a number of associated costs including drafting the parking scheme, consultation documentation design, postage and analysis of results.
- 5.5 Reducing the impact of harmful particulates on the environment and promoting the use of ecologically friendly vehicles in-line with the strategic transport plan.

## Proposed changes

- 5.6 The set of charges shown in **Appendix A, B and C** are designed to ensure resident permit prices reflect the true cost of the schemes ensuring their long term sustainability. The figures detailed are estimates based on the number of valid permits on 01/12/15 and will generate a small surplus.

- a) **Appendix A**, mirrors the current pricing structure and restrictions and whilst it addresses the current cost shortfall, the impact on other key issues may be limited. This proposes an increase in cost of resident permits and sets visitor permit fees at a rate that better reflect other transport/parking options such as park and ride and pay and display parking which is a continuation of the current policy.

Currently there is no restriction in the number of resident permits that can be obtained and visitor permit are limited to 12 per transaction.

The costs associated with this change are nominal.

- b) **Appendix B**, introduces a tiered permit charging scheme with a discount offered to environmentally friendly vehicles and limits the volume of visitor permits. Whilst, the proposed fees address the cost shortfall it also encourages the use of petrol only vehicles that generate less than 100g/km of CO<sub>2</sub> emissions and aims to reduce permit numbers.

The cost associated with these changes may be in the region of £5,000 to £10,000.

- c) **Appendix C**, whilst introducing a tiered permit charging scheme and a discount to environmentally friendly vehicles also includes an annual visitor permit. Annual permits would be limited to one per household encouraging the use of other more sustainable parking options for additional visitors.

See appendix B for associated costs.

- 5.7 The introduction of a non-refundable deposit in the region of £1,500 to covers all formal consultation costs. Payment would need to be submitted once the informal consultation shows that over 51% of respondents support the introduction of the proposed scheme. If the scheme is successful, the deposit will be deducted from the set-up costs. This will be reviewed annually.

## **6. ALIGNMENT WITH CORPORATE PRIORITIES**

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

The development of a robust parking policy will tackle congestion, enhance transport capacity and support economic growth.

### **6.2 Helping people live healthy and independent lives**

A balanced parking provision and Parking Policy will offer those with special needs real choices throughout the city along with access to alternative travel such as Park & Ride.

### **6.3 Supporting and protecting vulnerable people**

Careful consideration needs to be given to the number and location of blue badge holder bays to accommodate the needs of both residents' and visitors to Cambridge that hold valid badges.

## 7. SIGNIFICANT IMPLICATIONS

### 7.1 Resource Implications

This proposal seeks to use resources to their maximum benefit.

### 7.2 Statutory, Risk and Legal Implications

The Parking Policy review carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermined road safety.
- Failure to cover the cost associated with on-street parking management will have an impact on budgets.

These can be mitigated by:

- Implement parking polices that keep traffic moving and to reduce the risk of accidents on the road network.
- Apply suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

### 7.3 Equality and Diversity Implications

There are no significant implications within this category.

### 7.4 Engagement and Consultation Implications

The Cambridge Joint Area Committee will be consulted on the draft policies

### 7.5 Localism and Local Member Involvement

Interaction with local Members, stakeholder groups and residents is essential to a robust policy meeting the needs of both Cambridge and Cambridgeshire.

### 7.6 Public Health Implications

Reducing congestion, promoting the use of lower emission vehicles and encouraging the use of more sustainable travel options for visitors will have a positive impact on public health.

Source Documents	Location
System Reports Annual Parking Report 2014/2015	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

## **Appendix A**

Whilst this proposal follows the current pricing structure and restrictions, both resident and visitor's fees have been increased to address the current schemes cost deficit and also better reflect other parking options. The average cost of the proposed resident permit varies from £0.25 to £0.30 per day and visitor permits, £2.00 per visit.

Original Resident Permit Cost		No. Resident Permits	Proposed Cost	Proposed Value	Original Visitor Permit Cost	No. Visitor Permits	Proposed Cost	Proposed Value
Riverside	£ 52.00	253	£ 65.00	£ 16,445	£8.00	2,182	£ 10.00	£ 21,820
Brunswick	£ 81.00	109	£ 101.00	£ 11,009	£8.00	1,151	£ 10.00	£ 11,510
Castle Hill	£ 52.00	437	£ 65.00	£ 28,405	£8.00	3,939	£ 10.00	£ 39,390
Benson Road	£ 52.00	156	£ 65.00	£ 10,140	£8.00	932	£ 10.00	£ 9,320
De Freville Avenue	£ 52.00	565	£ 65.00	£ 36,725	£8.00	4,624	£ 10.00	£ 46,240
Guest Road	£ 76.00	69	£ 95.00	£ 6,555	£8.00	682	£ 10.00	£ 6,820
Petersfield	£ 52.00	352	£ 65.00	£ 22,880	£8.00	2,937	£ 10.00	£ 29,370
Kite	£ 81.00	373	£ 101.00	£ 37,673	£8.00	4,584	£ 10.00	£ 45,840
Newtown	£ 81.00	193	£ 101.00	£ 19,493	£8.00	2,472	£ 10.00	£ 24,720
Park Street	£ 81.00	40	£ 101.00	£ 4,040	£8.00	1,208	£ 10.00	£ 12,080
Regent Terrace	£ 81.00	5	£ 101.00	£ 505	£8.00	166	£ 10.00	£ 1,660
Shaftesbury	£ 52.00	13	£ 65.00	£ 845	£8.00	81	£ 10.00	£ 810
Tenison Road	£ 70.00	538	£ 87.00	£ 46,806	£8.00	5,829	£ 10.00	£ 58,290
W.Cambridge	£ 52.00	44	£ 65.00	£ 2,860	£8.00	401	£ 10.00	£ 4,010
<b>Total</b>		<b>3,147</b>		<b>£ 244,381</b>		<b>31,188</b>		<b>£ 311,880</b>

### **Estimate**

Revenue at current permit numbers	£556,261
Operational Costs	£546,933
Surplus	£ 9,328

### **Assumptions:**

- Permit numbers remain unchanged
- Operational costs remain unchanged

## Appendix B

This introduces the idea of tiered charging, limiting visitor permits and offering a discount to environmentally friendly vehicles with a view to reducing the demand for permits and promoting more sustainable methods of transport. The average cost of the proposed resident permit varies from £0.12 to £0.62 per day and visitor permits from £2.40 to £3.20 per visit.

89% properties hold 1-20 valid visitor permits, 6% 21-30 and 5% 31+.

Original Resident Permit Cost		No. Resident Permits	Co2(1st Car only) (5%)	1st Car (74%)	2nd Car (19%)	3rd Car (2%)	Proposed Value	Original Cost	No. visitors Permits	1 to 20	21 to 30	Proposed Value
Riverside	£ 52.00	253	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 22,978	£8.00	2,182	£14.00	£20.00	£20,300
Brunswick	£ 81.00	109	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 11,970	£8.00	1,151	£14.00	£20.00	£10,304
Castle Hill	£ 52.00	437	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 34,716	£8.00	3,939	£14.00	£20.00	£38,640
Benson Road	£ 52.00	156	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 13,437	£8.00	932	£14.00	£20.00	£10,000
De Freville Avenue	£ 52.00	565	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 49,709	£8.00	4,624	£14.00	£20.00	£45,164
Guest Road	£ 76.00	69	£ 47.00	£ 95.00	£ 115.00	£ 195.00	£ 8,433	£8.00	682	£14.00	£20.00	£5,548
Petersfield	£ 52.00	352	£ 32.00	£ 65.00	£ 145.00	£ 165.00	£ 27,480	£8.00	2,937	£14.00	£20.00	£27,440
Kite	£ 81.00	373	£ 50.00	£ 101.00	£ 115.00	£ 201.00	£ 42,985	£8.00	4,584	£14.00	£20.00	£43,832
Newtown	£ 81.00	193	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 23,193	£8.00	2,472	£14.00	£20.00	£23,676
Park Street	£ 81.00	40	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 4,653	£8.00	1,208	£14.00	£20.00	£11,208
Regent Terrace	£ 81.00	5	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£ 492	£8.00	166	£14.00	£20.00	£432
Shaftesbury	£ 52.00	13	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 1,027	£8.00	81	£14.00	£20.00	£528
Tenison Road	£ 70.00	538	£ 43.00	£ 87.00	£ 137.00	£ 187.00	£ 57,073	£8.00	5,829	£14.00	£20.00	£53,844
W.Cambridge	£ 52.00	44	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£ 3,902	£8.00	401	£14.00	£20.00	£2,448
<b>Total</b>		<b>3,147</b>					<b>£ 302,048</b>		<b>31,188</b>			<b>£293,364</b>

### Estimate:

Revenue of current permit cost	£595,412
Possible reduction in permit Nos	£ 40,561
<b>Total</b>	<b>£554,851</b>
Operation Costs	£546,933
Surplus	£ 7,918

### Assumptions:

Operational costs remain unchanged  
 5% properties claiming CO2 discount  
 5% reduction in properties with 2 permits and 15% with 3 permits  
 5% reduction in properties with 1-20 visitor permits, 25% with 21-30



## Appendix C

This introduces the idea of annual visitor permit. By limiting permits to one per property the number of visitor permits will be reduced and more sustainable methods of transport encouraged as additional permits cannot be purchased.

Original Resident Permit Cost		No. Resident Permits	Co2(1st Car only) (5%)	1st Car (74%)	2nd Car (19%)	3rd Car (2%)	Proposed Value	Original Cost	No. Properties with Visitor Permits	Annual Permit	Proposed Value
Riverside	£ 52.00	253	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£22,978	£8.00	218	£86.00	£18,748.00
Brunswick	£ 81.00	109	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£11,970	£8.00	120	£86.00	£10,320.00
Castle Hill	£ 52.00	437	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£34,716	£8.00	450	£86.00	£38,700.00
Benson Road	£ 52.00	156	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£13,437	£8.00	129	£86.00	£11,094.00
De Freville Avenue	£ 52.00	565	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£49,709	£8.00	455	£86.00	£39,130.00
Guest Road	£ 76.00	69	£ 46.00	£ 95.00	£ 145.00	£ 195.00	£8,433	£8.00	66	£86.00	£5,676.00
Petersfield	£ 52.00	352	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£27,480	£8.00	384	£86.00	£33,024.00
Kite	£ 81.00	373	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£42,985	£8.00	475	£86.00	£40,850.00
Newtown	£ 81.00	193	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£23,193	£8.00	217	£86.00	£18,662.00
Park Street	£ 81.00	40	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£4,653	£8.00	89	£86.00	£7,654.00
Regent Terrace	£ 81.00	5	£ 50.00	£ 101.00	£ 151.00	£ 201.00	£492	£8.00	9	£86.00	£774.00
Shaftesbury	£ 52.00	13	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£1,027	£8.00	9	£86.00	£774.00
Tenison Road	£ 70.00	538	£ 43.00	£ 87.00	£ 137.00	£ 187.00	£57,073	£8.00	543	£86.00	£46,698.00
W.Cambridge	£ 52.00	44	£ 32.00	£ 65.00	£ 115.00	£ 165.00	£3,902	£8.00	36	£86.00	£3,096.00
<b>Total</b>		<b>3,147</b>					<b>£302,048</b>		<b>3,200</b>		<b>£275,200</b>

### Estimate:

Revenue of current permit cost	£577,248
Possible reduction in permit Nos	£ 25,061
<b>Total</b>	<b>£552,187</b>
Operation Costs	£546,933
Surplus	£ 5,254

### Assumptions:

Operational costs remain unchanged  
 5% properties claiming CO2 Discount  
 5% reduction in properties with 2 permits and 15% with 3  
 5% reduction in properties obtaining the annual permit

**CAMBRIDGE CITY  
JOINT AREA COMMITTEE  
Decision Statement**

**Meeting: 26th January 2016**

**Published: 28th January 2016**



Each decision set out below will come into force, and may then be implemented, three working days after the publication date. Decisions may be subject to reconsideration where they conflict with the agreed policies or budgets of the constituent authorities [see note (b) below].

<b>Item</b>	<b>Topic</b>	<b>Decision</b>
1.	Apologies	Apologies received from City Councillor Smith; Councillor Price attended as alternate
2.	Declarations of Interest	There were no declarations of interest.
3.	Minutes – 14th July 2015	It was resolved: to approve the minutes as a correct record
4.	Petitions	None
5.	Traffic Regulation Order objections associated with Albion Row, Cambridge	It was resolved to: a) Approve and make the order as advertised b) Inform the objectors accordingly.
6.	City Local Highway Improvement member panel arrangements	It was resolved to: <b>a) agree that substantive LHI Panel Members be authorised to nominate a substitute or alternate member, should they not be available to attend.</b>
7.	Parking policy review	It was resolved <b>a) to defer decisions on the Committee’s preferred option for on-street parking charges and on the introduction of the proposed non-refundable deposit</b>

Item	Topic	Decision
		<p><b>b) to establish a member working group to examine options for on-street parking in Cambridge , with input from invited stakeholders</b></p> <p><b>c) that the working group be composed of three members each from Cambridge City Council and Cambridgeshire County Council</b></p> <p><b>d) that the members of the working group be County Councillors Kavanagh, Scutt and Taylor, and City Councillors Blencowe, C Smart and Smith</b></p> <p><b>e) that the individual members of the working group identify a substitute or alternate from amongst the membership of the Joint Committee should they be unable to attend a meeting</b></p> <p><b>f) that the next meeting of the Joint Committee receive a report setting out the working group's findings to date.</b></p>

**Notes:**

- (a) Statements in bold type indicate additional resolutions made at the meeting.
- (b) Decisions taken by the Joint Area Committee will be in accordance with the policies of Cambridgeshire County Council and Cambridge City Council and available budgets. A decision taken by the Joint Area Committee under delegated powers may be subject to reconsideration by a constituent authority where it conflicts with agreed policies or budgets of that authority.

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