

PARKING SCHEMES AND CHARGES

To: Highways and Community Infrastructure

Meeting Date: 14th November 2017

From: Executive Director – Economy, Transport and Environment

Electoral division(s): All

Forward Plan ref: 2017/034 Key Decision: Yes 2017/034

Purpose: To present a set of proposals developed jointly with Cambridge City Council for changes to parking charges that will help reduce congestion in Cambridge City and encourage greater use of park and ride. These include:

- **Changes to permit fees for Residents’ Parking Schemes in Cambridge**
- **Changes to on-street parking charges in Cambridge.**
- **The removal of park and ride parking charges and**
- **Approval of the Cambridge Residents’ Parking Schemes Extension Delivery Plan for approval**

Recommendation: Committee is asked to approve:

- a) Residents’ Parking Permit Charges**
- b) On-Street Parking Charges**
- c) Removal of Park and Ride parking charge**
- d) Cambridge Residents’ Parking Schemes Extension Delivery Plan**

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1. BACKGROUND

- 1.1 Cambridgeshire County Council supports the aims of the Greater Cambridge Partnership to ease congestion and prioritise sustainable and active travel, making it easier for people to travel by bus, rail, cycle and on foot within Cambridge and beyond.
- 1.2 Effective management and charging of car parking can be used as a traffic management tool to encourage and incentivise modal shift to more sustainable methods of travel, which will help to ease congestion and improve air quality.
- 1.3 The County Council has been working with Cambridge City Council and the Greater Cambridge Partnership to develop a more 'joined-up' approach to managing parking, with the aims of tackling congestion and promoting modal shift, whilst still supporting local business by allowing some short-stay parking within the city centre and encouraging greater use of Park and Ride.

2. RESIDENTS' PARKING PERMIT CHARGES

- 2.1 Residents' and visitors' permit charges have not been increased since 2011. Since this time the cost of providing residents' parking schemes across the city has increased whilst income has generally remained at the same level.
- 2.2 An initial review of permit costs and revenue was undertaken in January 2016 which showed a deficit in the region of £88k per annum. Subsequent cost savings and contractual changes have reduced this deficit to around £21k per annum.
- 2.3 This deficit will be further compounded with the proposed introduction of permit limits in line with the new Residents' Parking Policy and in particular the limit on visitor permits (20 permits per applicant, each permit allowing 5 visits – see below). Initial investigations have shown a possible drop of around 7,500 permits which at the current permit cost, may result in a loss in the region of £60k per annum.
- 2.4 Based on the expected costs to be met in coming years, permit costs have been reviewed and set at levels that can be expected to generate the income required to cover the cost of providing the service, thereby ensuring that the schemes are financially sustainable for the council.

Proposed new charges

- 2.5 Whilst residents' parking schemes are not a device to be used to generate an income surplus, permit costs can be used as a traffic management tool in line with County Council policies and the Greater Cambridge City Access plan aims of encouraging a modal shift towards more sustainable methods of transport. Any surplus made will be reinvested in line with the Road Traffic Regulation Act 1984 into transport provision in the area.
- 2.6 The new pricing structure sets out a basic minimum charge for a Residents' Parking Scheme parking permit to cover the back office administration and enforcement costs. Schemes with additional days / hours increase in price to cover additional enforcement.

Operational Hours	Current Residents' Permit Fees	Proposed Annual fee
Mon to Fri 9am-5pm	*N/A	£52.00
Mon to Sat 9am-5pm	£52.00	£62.00
All days 9am-5pm	£60.00	£72.00
Mon to Sat 9am-8pm	£70.00	£84.50
Mon to Sat 8am-8pm	£76.00	£92.00
All days 9am-8pm	£81.00	£98.25

*There are no current schemes with these operational hours

- 2.7 Visitors' permit fees are currently £8 and each permit allows 5 visits which equates to £1.60 per day. It is proposed to increase the visitor permit fee to bring it in line with the cost of using Park and Ride, currently £3 return a day, omitting the additional £1 parking charge. The aim of this increase is to encourage consideration of the use of sustainable transport alternatives such as walking, cycling and public transport; thereby reducing congestion in the city in-line with the council's traffic management duties, the Greater Cambridge Partnership City Access Plan, County Council policies and the Residents' Parking Scheme Policy. Set out below are details of the both the existing charge along with the proposed fee.

Operational Hours	Current Visitors' Permit Fee	Proposed fee
Visitor Permit	£8.00	£15.00

- 2.8 The Residents' Parking Scheme Policy (approved by H&CI in March 2017) introduced additional permit types such as tradespeople permits. Free medical permits can be applied for by residents requiring regular healthcare or medical visits.
- 2.9 Under the new Residents Parking Policy the number of visitor permits that can be purchased per annum is 20 where it was previously unlimited. The maximum number of residents' permits per household that can be purchased under the new policy is three. An overall reduction in the use of visitor permits will help to reduce the demand on limited residents' parking spaces.
- 2.10 The proposed increase in residents' permit costs is forecast to generate an income of £227k. This would not cover the full cost of providing the service which is £501k. However the forecast income from the sale of visitor permits of £385k will address the shortfall of income from the residents' permits. The total income of residents and visitors permits will potentially create a surplus of £111k which would be reinvested in-line with the Road Traffic Regulation Act 1984.
- 2.11 The forecast position financially with the policy changes but no increase in permit prices is as follows.

Forecasted Revenue and Cost	£
Forecasted Revenue for 2017/2018 - Residents permits	£202k
Current Cost of Providing the services	£501k
Forecasted Revenue shortfall	-£299k
Forecasted Revenue for 2017/2018 - Visitors permits	£278k
Forecasted Revenue shortfall	-£21k
Estimated loss as a result of limiting permits	-£60k
<u>Forecasted if there is no change to permit costs</u>	-£81k

2.12 With the changes in permit and visitor permit prices, the proposed financial position is as follows.

Introduction of the Proposed Permit Prices	£
Estimated Revenue - Residents' Permits	£227k
Current Cost of Providing the Service	£501k
Forecasted Revenue Shortfall	-£275k
Estimated Revenue – Visitors' Permits	£385k
<u>Forecasted contribution for allowable transport uses</u>	<u>£111k</u>

2.13 Other permits and low emission discount

The prices proposed for other permit types and the low-emission discount is as follows:

Tradespeople permits	£3 per day plus £5 administration fee
Temporary Car Hire permits	£3 per day plus £5 administration fee
Ultra-low emission vehicle discount on resident parking permits (vehicles registered after March 2001 with CO2 emission less than 75g/km).	20% discount on price of annual permit

Whilst the revenue from these new permit types have not been taken into account in the above forecast figures, if approved they may impact the projected revenue generated by reducing the number of full price residents' and visitors' permits obtained.

2.14 With significant changes, such as the introduction of permit limits and the launch of new permit types, there is a certain amount of uncertainty regarding the forecast revenue moving forward. The proposed permit charges should ensure that Residents' Parking Schemes will be at least cost neutral to the Council and there is sufficient funding available

to improve the service currently provided. For example, developing new technologies such as virtual permits. If these changes are approved, they will be introduced in April 2018.

3. ON-STREET PARKING CHARGES

- 3.1 On-street Parking Charges in Cambridge were last increased in 2014. The charges have been reviewed and some minor increases are proposed taking account of inflation and in support of the aims of tackling congestion improving air quality and discouraging long -stay commuter parking in the City Centre.
- 3.2 The current and proposed charges are set out in appendix 1.

4. REMOVAL OF PARK AND RIDE PARKING CHARGE

- 4.1 Park and Ride is the major transport alternative to the private car in Cambridge and it offers a solution to parking private cars at the edge of the city, thereby minimising congestion and air pollution within the city centre. Park and Ride enables onward journeys by bus, cycle or walking in to the city centre for people living outside the city but who work or visit Cambridge. A key pillar of the Greater Cambridge Partnership City Access Plan is to review and improve the bus network including pricing, Park and Ride sites as well as ticketing to speed up bus journeys and make them more reliable.
- 4.2 A parking charge of £1 a day was introduced to all Park and Ride sites in the county in 2014 and following this a reduction of 14% in use of the Park and Ride bus service was seen.
- 4.3 The Greater Cambridge Partnership is supportive of a proposal to remove the £1 parking charge making the parking element of Park and Ride free from April 2018 in line with the City Access Plan to improve park and ride services.
- 4.4 It is hoped that the removal of this parking charge will help to incentivise the use of Park and Ride significantly, encourage greater use of Park and Ride bus services and simplify ticketing – just one fee for the bus rather than a parking fee and a bus fare.
- 4.5 The financial impact of removing the Park and Ride parking charge – which is reflected in the Council’s draft business plan which shows a pressure of around £1.2M pressure. The Greater Cambridge Partnership Executive Board will consider funding 50% of this pressure at their meeting on 22nd November 2017. The remaining 50% is being addressed through the County Council’s business planning process.

5. CAMBRIDGE RESIDENTS’ PARKING SCHEME EXTENSION DELIVERY PLAN

- 5.1 The Greater Cambridge Partnership has previously agreed funding towards the implementation costs of the expansion of Residents’ Parking Schemes in Cambridge with the aim of increasing on-street parking controls to ease congestion. The Morley scheme is currently being implemented and will go live in November 2017. There are four further schemes going out for public consultation in October – November, these being Accordia, Newnham, Staffordshire and Coleridge West. Three further schemes are in the development stages for public consultation which is likely to start in the early part of 2018; these being Elizabeth, Victoria and Coleridge East. Following on from this further schemes

will be developed over the next 3-4 years in a phased approach and in line with the development of further Greater Cambridge Partnership initiatives to ease congestion and improve sustainable travel options.

- 5.2 At the Highway and Community Infrastructure Committee on 14th March 2017, a paper was presented which requested that the committee approve two documents. The first document was the Residents' Parking Policy, a policy that addressed parking issues and future challenges within Cambridgeshire. It set out a countywide framework for the introduction/extension of formalised Residents' Parking Schemes. The second, the Cambridge Residents' Scheme Extension Delivery Plan offered an alternative fast-tracked approach to the Residents' Parking Scheme Policy, reducing the number of implementation stages required.
- 5.3 The Residents' Parking Scheme Policy was approved but the Cambridge Residents' Parking Scheme Extension Delivery Plan was deferred until further work had been undertaken on joining-up parking options. Steer Davies Gleave (SDG) was commissioned to assess the likely displacement from on-street parking in Cambridge should the proposed twenty-six new Residents' Parking Schemes be extended across the City.
- 5.4 The SDG review further developed work undertaken by Mott MacDonald to understand the current level of demand for on-street parking in the areas where parking schemes are proposed. The review assessed the estimated displacement demands and explored in more depth the nature of this displacement. A key element of the review was the analysis of vehicles parked on-street, categorising them into residents and non-resident/commuter vehicles. By identifying commuter vehicles, it enables us to explore transport options and alternatives for commuters currently parking on-street.
- 5.5 The review explored mitigating the displacement of the estimated 4,150 – 4,300 commuter vehicles parked on street on a daily basis if the whole of the City was covered with a Residents Parking Zone, in particular using the Park and Ride capacity. Although in reality, displacement is likely to be to a range of transport modes rather than just Park and Ride.
- 5.6 At present, there are on average at least 1,800 spare / unused spaces at the existing five park and ride sites around Cambridge on a daily basis. In total, these currently have a capacity of 6,800 spaces. Under each scenario that was examined, the projected future supply is sufficient to accommodate displacement demand from a roll out of residents parking across Cambridge. There is the potential for a short-term pinch point in capacity in 2019 but it is anticipated that this will be alleviated by additional park and ride capacity that the GCP is considering providing and in any case, is expected to be a worst case forecast. The table in appendix 3 shows the results of this modelling.
- 5.7 Phasing the implementation of new Residents' Parking Schemes over 3-4 years, which is likely given the time for preparation and consultation, will help to mitigate the displacement of vehicles better, in line with the findings of SDG's report and the implementation of other Greater Cambridge Partnership initiatives.
- 5.8 Work will continue with colleagues in the Greater Cambridge Partnership and the Park and Ride team to investigate options that will support and promote a modal shift in Cambridge by offering enhanced facilities, increased signage on the major routes and the promotion of Park and Ride. The removal of the £1 parking fee from Park and Ride proposed for April

2018 should act as an incentive to use Park and Ride and this will in turn help to mitigate any displacement from new Residents' Parking Schemes.

- 5.9 The introduction of Residents' Parking Schemes will inevitably impact on those that live, work and visit Cambridge. Whilst restricting parking in the city will bring both advantages and disadvantages for different groups, the removal of free parking will reduce the conflicting demands on parking within the city, lessen congestion, improve air quality for all and offer an opportunity for a significant modal shift to more sustainable methods of travel.

6 ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

The following bullet point set out details of implications identified by officers:

- Effective parking management encourages the use of more sustainable modes of transport, which will reduce congestion and support economic growth.

6.2 Helping people live healthy and independent lives

The following bullet points set out details of implications identified by officers:

- Balanced parking provision and effective parking management will offer those with special needs real choices throughout the city by improving transport links and pedestrian access.
- Reduced congestion will have a positive impact on air quality levels, reducing air pollution.

6.3 Supporting and protecting vulnerable people

The following bullet points set out details of implications identified by officers:

- Blue badge holders can park for free in line with the conditions set out in the blue badge scheme.
- Free medical permits for those receiving medium/long term care in their homes are available; this provides an exemption from having to purchase visitor permits for carers

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- The Greater Cambridge Partnership Executive Board approved funding of the associated implementation costs for Residents Parking' Schemes.
- The ongoing revenue costs of running Residents Parking Schemes will be generated via the purchase of permits and the schemes should be cost-neutral to the council.
- Refer to point in paragraph 4.5 regarding Park and Ride charge removal

7.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

7.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- Failure to manage parking effectively will increase congestion, air pollution and undermine road safety.
- Failure to cover the cost associated with on-street parking management will have a negative impact on budgets and other works needed in relation to transport / maintaining the highway.
- The Council has power under the Road Traffic Regulation Act 1984 to set and review charges for parking in its area. In doing so it has to have regard to the objectives of the Act “to secure the 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”. The procedure for amending the charges is set out in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996. There is no statutory obligation to consult on the proposals to increase the cost of parking permits and the Council need only give 21 days’ notice that they intend to do so. As set out in 2.2 above it is essential to ensure that any rise in the cost of providing parking permits does not have the motive of generating income for the council.
- The Council’s Traffic Management duties under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 mean that as well as having regard to the cost of scheme administration and enforcement, charging regimes should also have regard to traffic management considerations and therefore the setting of charges can legitimately be used as a method of restraining demand to enable more effective traffic management.

7.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- Engagement with local Members, stakeholder groups and residents has played a key role in developing the Residents Parking Scheme Policy that meets the need of all.
- Community Impact Assessments were carried out for the Residents’ Parking Policy and Residents’ Parking Scheme Delivery Plan and can be viewed via the link at the end of this report in source documents.

7.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- A communication plan for parking is key in developing parking proposals that best suit the local community.

7.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Local members have been involved in developing the Residents’ Parking Schemes.

7.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- Effective management of parking can have an impact on reducing congestion and improving air quality

Implications	Officer Clearance
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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 Finance?	Yes Name of Financial Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by 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: Tamar Oviatt-Ham

Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	No response Name of Officer: Iain Green

Source Documents	Location
<i>Residents' Parking Scheme Policy</i>	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true
<i>Residents Parking Policy H&CI report with Community Impact Assessment</i>	Residents Parking Policy H&CI March 2017
<i>Mott MacDonald report</i>	https://www.greatercambridge.org.uk/download/616/Cambridge%20On-Street%20Residential%20Parking%20Study.pdf?type=inline
<i>Steer Davies Gleave review</i>	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Cambridge%20Parking%20Strategy%20Review%20report%20v3%200.pdf?inline=true
<i>Office of Low Emission Vehicle data sets - Ref table 0131</i>	https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01

APPENDIX 1

On Street Pay and Display Parking Places – Current Parking Charges and Time Limits

TARIFF REFERENCE	TARIFF (Parking Charge)	TIME LIMIT	HOURS OF OPERATION excluding Bank Holidays and Public Holidays	STREETS OR PARTS OF STREETS
1	50p for 10 minutes	1 hour	Monday to Saturday 8.30 am to 6.30 pm	Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)
2	60p for 15 minutes	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Jesus Lane, Park Terrace, Sun Street
3	50p for 15 minutes	2 hours	Sunday 9.00 am to 5 pm	Free School Lane, King Street, Manor St, Trumpington Street (north of Silver Street)
4	50p for 15 minutes	4 hours	Sunday 9.00 am to 5 pm	Brookside, Lensfield Road, Regent Street, Tennis Court Road, Trumpington Street (south of Silver Street) Park Terr
5	50p for 10 minutes	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Brookside, Lensfield Road, Regent Street (south of Park Terrace), Tennis Court Road, Trumpington Street (south of Silver Street)
6	50p for 30 minutes	4 hours	Monday to Sunday 9.00 am to 5.00 pm	Gresham Road, Norwich Street, Russell Court, West Road
7	50p for 30 minutes	4 Hours	Sunday 9.00 am to 5.00 pm	Bateman Street, Castle Street, Chesterton Road (West of Victoria Avenue), Jesus Lane, Newnham Road (north of Fen Causeway, west side near Maltings Lane), Northampton Street) Panton Street, Pemberton Terrace, Pound Hill, Queens Road, Russell Street, Sun Street
8	60p for 15 minutes	4 hours	Monday to Friday 9.30 am to 5.00 pm Saturday 9.00 am to 5.00 pm (No Stopping Monday to Friday 7.00 am to 9.30 am)	Newnham Road (north of The Fen Causeway, west side near Maltings Lane), Queen's Road
9	50p for 30 minutes	2 hours	Monday to Saturday 9.00 am to 5.00 pm	Bateman Street, Canterbury Street, Castle Street, Chesterton Road (west of Victoria Avenue), Chesterton Road (east of DeFreville Avenue, opposite numbers 168A to 170) ,DeFreville Avenue, Devonshire Road(east of Tenison Road), Emery Street, Ferry Path (Hamilton Road), Glisson Road, Gwydir Street(Mill Rd), Hamilton Road, Histon Road(North of Canterbury St) ,Humberston Road, Mawson Road, Mill Road Council Depot Access Road ,Mill Street, Montague Road, Norfolk Street, Northampton Street, Norwich Street, Panton Street, Pemberton Terrace, Pound Hill, Russell Street, St. Barnabas Road
10	50p for 30minutes	4 hours	Monday to Saturday 9.00 am to 5.00 pm	Abbey Road, Arthur Street, Aylestone Road, Beche Road, Devonshire Road(Mill Rd), Fisher Street, Gwydir Street (Cambridge Blue),Harvey Road, Histon Road(South of Canterbury St), Holland Street, Kingston Street, Newnham Road (south of The Fen Causeway, adjacent to Lammas Land), Ravensworth Gardens, St Paul's Road, St Peter's Street, Shelly Row
11	50p for 30 minutes	8 hour	Monday to Sunday 9.00 am to 5.00 pm	Broad Street, Cutter Ferry Close, Lady Margret Road, Mount Pleasant, Newnham Walk, Ridley Hall Road, Sidgewick Avenue, Station Road, Trumpington Road, Union Road, Wordsworth Grove
12	20p for 15 minutes	1 hour	Monday to Saturday 9.00 am to 5.00 pm	Chesterton Road (east of Victoria Avenue, outside numbers 34 to 46) Milton Road (Mitcham's Corner, layby adjacent to Springfield Road)
13	50p for	8 hours	Monday to Saturday	Clarendon Road, Great northern Road,Huntingdon Road,

	30minutes		9.00 am to 5.00 pm	Priory Road, River Lane, Saxon Road, St. Matthew's Street, Shaffesbury Road, Sturton Street, Tenison Avenue, Tenison Road (south of George Pateman Court), Walnut Tree Avenue
14	10p for 15minutes	30 minutes	Monday to Saturday 7.00 am to 5.00 pm	Newton Road
15	50p for 20minutes	20 minutes	Monday to Saturday 9.00 am to 5.00 pm	Parkside (o/s nos. 37-38)
16	£1.00 per hour	No maximum stay	Monday to Saturday 9.00 to 7.00pm	Shire Hall Car Park
17	£1.00 per hour	No maximum stay	Sundays 9.00 to 5.00pm	Shire Hall Car Park
18	£1.00 per hour	No max stay	Saturday only 9.00 am to 7.00pm	Castle Court Car Park

SCHEDULE 1

On Street Pay and Display Parking Places – Proposed Parking Charges and Time Limits

TARIFF REFERENCE	TARIFF (Parking Charge)	TIME LIMIT	HOURS OF OPERATION excluding Bank Holidays and Public Holidays	STREETS OR PARTS OF STREETS
1	60p for 10 minutes £1.20 for 20 minutes £1.80 for 30 minutes £2.40 for 40 minutes £3.00 for 50 minutes £3.60 for 1 hour	1 hour	Monday to Saturday 8.30 am to 6.30 pm	Free School Lane, King Street, Manor Street, Trumpington Street (north of Silver Street)
2	70p for 15 minutes £1.40 for 30 minutes £2.10 for 45 minutes £2.80 for 1 hour £3.50 for 1 hr 15 mins £4.20 for 1 hr 30 mins £4.90 for 1 hr 45 mins £5.60 for 2 hours	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Jesus Lane, Park Terrace, Sun Street
3	60p for 15 minutes £1.20 for 30 mins £1.80 for 45 mins £2.40 for 1 hour £3.00 for 1 hr 15 mins £3.60 for 1 hr 30 mins £4.20 for 1 hr 45 mins £4.80 for 2 hours	2 hours	Sunday 9.00 am to 5 pm	Free School Lane, King Street, Manor St, Trumpington Street (north of Silver Street)
4	60p for 15 minutes £1.20 for 30 minutes £1.80 for 45 mins £2.40 for 1 hour £3.00 for 1 hr 15 mins £3.60 for 1 hr 30 mins £4.20 for 1 hr 45 mins £4.80 for 2 hrs £5.40 for 2 hrs 15 mins £6.00 for 2 hrs 30 mins £6.60 for 2 hrs 45 mins £7.20 for 3 hrs £7.80 for 3 hrs 15 mins £8.40 for 3 hrs 30 mins £9.00 for 3 hrs 45 mins £9.60 for 4 hours	4 hours	Sunday 9.00 am to 5 pm	Brookside, Lensfield Road, Regent Street, Tennis Court Road, Trumpington Street (south of Silver Street) Park Terr

5	60p for 10 minutes £1.20 for 20 mins £1.80 for 30 mins £2.40 for 40 mins £3.00 for 50 mins £3.60 for 1 hour £4.20 for 1 hr 10 mins £4.80 for 1 hr 20 mins £5.40 for 1 hr 30 mins £6.00 for 1 hr 40 mins £6.60 for 1 hr 50 mins £7.20 for 2 hours	2 hours	Monday to Saturday 8.30 am to 6.30 pm	Brookside, Lensfield Road, Regent Street (south of Park Terrace), Tennis Court Road, Trumpington Street (south of Silver Street)
6	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins £4.80 for 4 hrs	4 Hours	Monday to Sunday 9.00am to 5.00pm	Gresham Road, Norwich Street, Russell Court, West Road
7	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins £4.80 for 4 hrs	4 Hours	Sunday 9.00 am to 5.00 pm	Bateman Street, Castle Street, Chesterton Road (West of Victoria Avenue), Jesus Lane,) Newnham Road, (North of Fen Causeway West side near Maltings Lane), Northampton Street, Panton Street, Pemberton Terrace, Pound Hill, Queens Road, Russell Street, Sun Street
8	70p for 15 minutes £1.40 for 30 minutes £2.10 for 45 minutes £2.80 for 1 hour £3.50 for 1 hr 15 mins £4.20 for 1 hr 30 mins £4.90 for 1 hr 45 mins £5.60 for 2 hours £6.30 for 2 hrs 15 mins £7.00 for 2 hrs 30 mins £7.70 for 2 hrs 45 mins £8.40 for 3 hours £9.10 for 3 hrs 15 mins £9.80 for 3 hrs 30 mins £10.50 for 3 hrs 45 mins £11.20 for 4 hours	4 hours	Monday to Friday 9.30 am to 5.00 pm Saturday 9.00 am to 5.00 pm (No Stopping Monday to Friday 7.00 am to 9.30 am)	Newnham Road (north of The Fen Causeway, west side near Maltings Lane), Queen's Road
9	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs	2 hours	Monday to Saturday 9.00 am to 5.00 pm	Bateman Street, Canterbury Street, Castle Street, Chesterton Road (west of Victoria Avenue), Chesterton Road (east of DeFreville Avenue, opposite numbers 168A to 170) ,DeFreville Avenue, Devonshire Road(east of Tenison Road), Emery Street, Ferry Path (Hamilton Road), Glisson Road, Gwydir Street(Mill Rd), Hamilton Road, Histon Road(North of Canterbury St) ,Humberstone Road, Mawson Road, Mill Road Council Depot Access Road ,Mill Street, Montague Road, Norfolk Street, Northampton Street, Norwich Street,Panton Street, Pemberton Terrace, Pound Hill, Russell Street, St. Barnabas Road
10	60p for 30minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins	4 hours	Monday to Saturday 9.00 am to 5.00 pm	Abbey Road, Arthur Street, Aylestone Road, Beche Road, Devonshire Road(Mill Rd), Fisher Street, Gwydir Street (Cambridge Blue),Harvey Road, Histon Road(South of Canterbury St), Holland Street, Kingston Street, Newnham Road (south of The Fen Causeway, adjacent to Lammas Land), Ravensworth Gardens, St Paul's Road, St Peter's Street, Shelly Row

	£4.80 for 4 hrs			
11	60p for 30 minutes £1.20 for 1 hour £1.80 for 1 hr 30 mins £2.40 for 2 hrs £3.00 for 2 hrs 30 mins £3.60 for 3 hrs £4.20 for 3 hrs 30 mins £4.80 for 4 hrs £5.40 for 4 hrs 30 mins £6.00 for 5 hrs £6.60 for 5 hrs 30 mins £7.20 for 6 hrs £7.80 for 6 hrs 30 mins £8.40 for 7 hrs £9.00 for 7 hrs 30 mins £9.60 for 8 hrs	8 hour	Monday to Sunday 9.00 am to 5.00 pm	Broad Street, Cutter Ferry Close, Lady Margret Road, Mount Pleasant, Newnham Walk, Ridley Hall Road, Sidgewick Avenue, Station Road, Trumpington Road, Union Road, Wordsworth Grove
12	20p for 15 minutes No change	1 hour	Monday to Saturday 9.00 am to 5.00 pm	Chesterton Road (east of Victoria Avenue, outside numbers 34 to 46) Milton Road (Mitcham's Corner, layby adjacent to Springfield Road)
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14	20p for 15minutes 40p for 30 minutes	30 mins	Monday to Saturday 7.00 am to 5.00 pm	Newton Road
15	50p for 20minutes No change	20 minutes	Monday to Saturday 9.00 am to 5.00 pm	Parkside (o/s nos. 37-38)
16	£1.20 per hour	No maximum stay	Monday to Saturday 9.00 to 7.00pm	Shire Hall Car Park
17	70p per hour	No maximum stay	Sunday	Shire Hall Car Park
18	£1.20	No maximum stay	Saturday only 9.00 to 5.00pm	Castle Court Car Park

Appendix 2

Cambridge Residents' Parking Schemes Extension Delivery Plan

1. Purpose

- 1.1. This Delivery Plan sets out the approach to address specific parking issues and future challenges within Cambridge City. It creates a framework for the expansion of current residents' parking schemes by offering a more comprehensive approach.
- 1.2. The document has been developed to complement policies and Transport Strategies to reduce traffic flow by controlling the availability of parking spaces and promoting safe, sustainable and economic growth by reducing the level of congestion.
- 1.3. The introduction of new residents' parking schemes should be considered not in isolation, but as part of a wider programme which encourages more sustainable travel choices and tackles congestion.

2. Scope and Objectives

- 2.1. The Delivery Plan creates a framework for new residents' parking schemes within the City of Cambridge.
- 2.2. The key aim of this Delivery Plan is to help improve the quality of life for Cambridge residents. The plan has the flexibility to meet the evolving needs of the local communities in Cambridge by enabling:
 - Improved parking facilities for city residents and short stay parking for visitors to local shops and business.
 - Reduced availability of free, unrestricted parking within the City.
 - Prioritisation of parking space to residents and other permit holders.
 - Comprehensive expansion of new residents' parking schemes which will be operationally viable and financially cost-neutral to the Council.

3. Responsibility

- 3.1. Cambridgeshire County Council will oversee the implementation of the Delivery Plan programme and work collaboratively with residents, local Councillors, Greater Cambridge Partnership and the Cambridge Joint Area Committee (CJAC) to establish a scheme that reasonably meet the needs of local communities.
- 3.2. CJAC will consider all objections to the proposed Traffic Regulation Orders (TROs). Particular attention will be given to local views before determining the exact details of the scheme to ensure a reasonable balance between competing parking demands.
- 3.3. The Greater Cambridge City Deal Executive Board have been consulted and in principle fully support the proposed Delivery Plan and funding of the implementation costs associated with the

schemes detailed in this plan along with a review of the new schemes 12 months after installation, including covering the costs associated with any minor changes.

- 3.4. Funding has been approved by the Greater Cambridge Partnership Executive Board, as such the Greater Cambridge Partnership Executive Board will underwrite all costs (as set out in paragraph 3.3) associated with the implementation of the schemes detailed in this plan.

4. Programme

4.1 The proposed Schemes

- 4.1.1 The attached map (appendix A) is indicative of the parameters for the creation of new residents' parking schemes. It reflects areas with existing parking problems/issues and those that are most likely to experience problems/issues in the near future due to the ongoing development of the city.

Before consultation is undertaken, zones can be changed at the request of the local County Councillor(s).

- 4.1.2 The map has been divided into individual zones for practical and manageable reasons. As each zone is unique, schemes will be developed in a series of zones, each tailored to the needs of the individual communities within them.
- 4.1.3 The implementation costs associated with new schemes (as set out in paragraph 3.3) would, for the zones detailed in this document, be funded by the Greater Cambridge Partnership. The various elements of a residents' parking scheme that qualify for funding are detailed in section 5 of the Residents' Parking Policy document.

4.2 Initiation Process

- 4.2.1 Whilst this Delivery Plan offers a fast-track alternative to the Cambridgeshire Residents' Parking Policy by reducing the implementation stages required, it also acknowledges the importance of informal consultation, local community and Councillor(s) support. The implementation stages are:

4.2.1.1 A Public Consultation

Each zone will be consulted. The consultation will establish the level of support for the proposed parking controls and will give residents of that zone the opportunity to help develop a scheme that best suits their needs.

Only zones where over 50% of respondents express support for the proposed parking controls will be progressed.

It is expected that the Greater Cambridge Partnership funding is time limited. Therefore once the funding window has closed, future schemes will be considered as outlined in the Residents' Parking Policy document.

As this consultation is being undertaken as part of a wider plan, the local County Councillor will be advised but her/his endorsement whilst welcome is not required at this stage.

4.2.1.2 Drafting and Publishing Traffic Regulation Orders (TROs)

Residents within each proposed zone along with other groups affected by the proposed parking controls will be given a final opportunity to support or challenge the introduction of the proposed controls when the TRO is advertised.

Any objections to the proposed TRO will be considered by Cambridge Joint Area Committee (CJAC).

4.2.1.3 Scheme Installation

Installation of signs and lines and issue of permits.

4.3 Programme of works

The introduction of the proposed expansion of the current residents parking scheme will be staggered. The zones included in this delivery plan are:

Zone No.	Zone Name	Zone No.	Zone Name
1	*Newnham	15	Trumpington North
2	*Accordia	16	Trumpington South
3	*Coleridge West	17	Perse
4	Coleridge East	18	Glebe
5	*Elizabeth	19	Nightingale
6	*Victoria	20	Wulfstan
7	Romsey West	21	Walpole
8	Romsey East	22	Chesterton West
9	York	23	Chesterton East
11	Stretten	24	Chesterton South
12	Benson North	25	Stourbridge
13	Wilberforce	26	*Staffordshire
14	Chaucer		

* As these schemes have already expressed support for the introduction of a Residents' Parking Scheme, they will be consulted first, followed by the remaining schemes.

5 Operational guidance

5.1 Operational guidance for residents' parking schemes can be found in section 10 of the Residents' Parking Policy.

5.2 Scheme Operational hours and cost

Times of operation for individual Residents' Parking Schemes will be designed to reflect local parking needs, road use and adjoining schemes; local consultation will help to inform this decision.

Operational hours of individual schemes **may** include:

All day Operational Hours
Mon to Fri – 9am to 5pm (basic scheme)
OR
Mon to Sat – 8am to 8pm
OR
All Days – 9am to 5pm

All day schemes are well established across the city and have proved to successfully address the competition for parking by giving parking priority to residents throughout the day.

Part time Operational Hours
Mon to Fri – 9am to 12pm or,
OR
Mon to Fri – 9am to 11am & 2pm to 4pm

Careful consideration should be given to part time restrictions in relation to the benefit they offer residents. Will the reduced operational hours address the evolving demand on parking within the area or, with the flexibility of work patterns and extended retail opening hours, will those demands and subsequent parking difficulties simply move to a different time of day?

Consideration should also be given to the cost / benefits of all schemes.

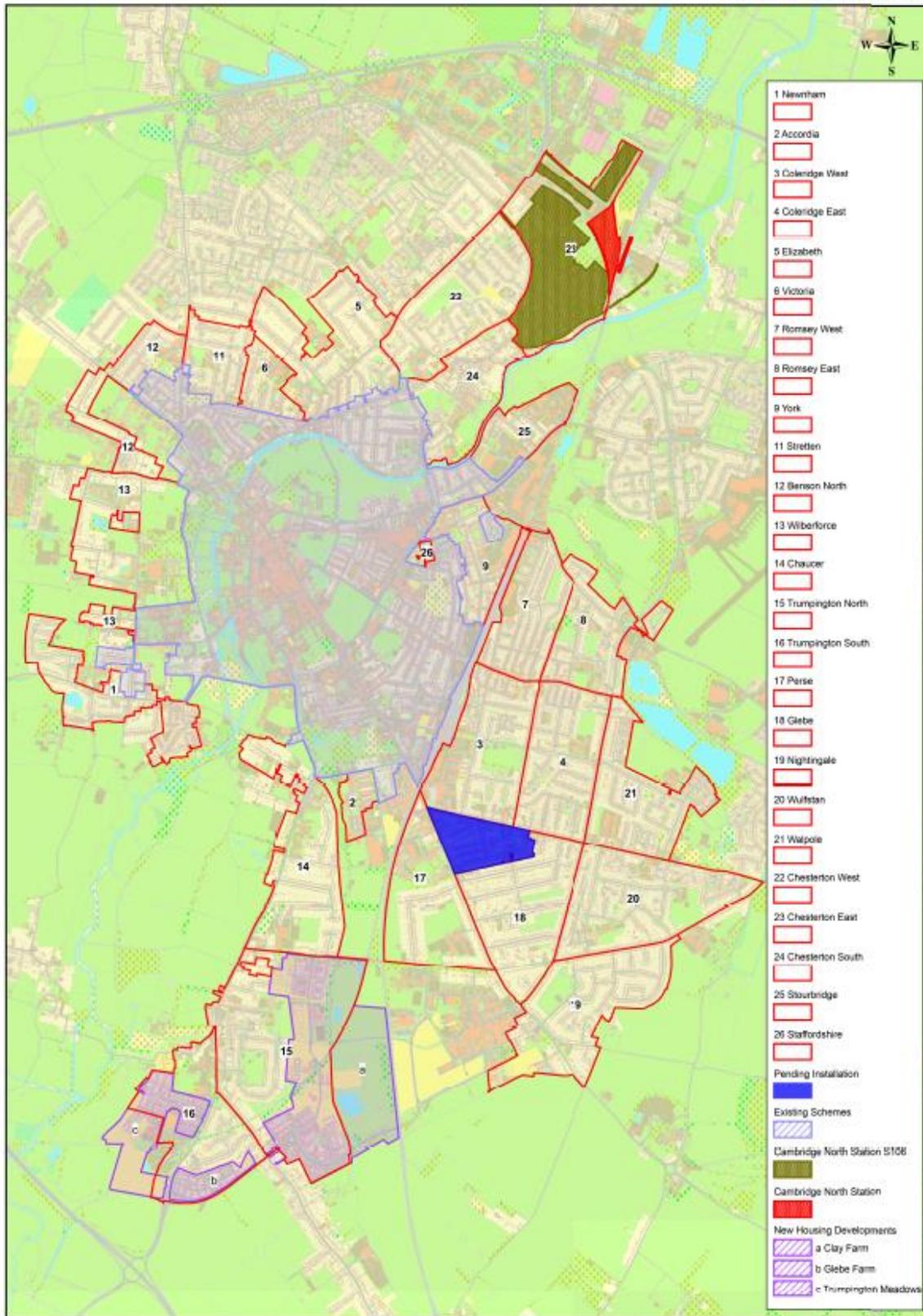
5.3 Scheme Operational Costs

The standard operating period for a Residents' Parking Scheme is based on weekday non-resident parking (Monday to Friday, 9am to 5pm) and covers the basic administration and enforcement costs. Any extension to the standard operating period will increase the annual cost of residents' permits to cover any additional enforcement.

A reduction in operational hours will not reduce either the basic administration or enforcement costs. Therefore the cost of a permit for a scheme which is operational part-time such as Monday to Friday, 9am to 12pm will be the same as a permit for a scheme which is operational all day for example Monday to Friday, 9am to 5pm.

Appendix A

Cambridge Residents' Parking Schemes



Scale (at A3): 1:25000 Centred at: 546402.257749 Date: 21/03/2017 By: fp586 © Crown copyright and database rights 2017 Ordnance Survey 100023205

Appendix 3

Park and Ride capacity and displaced commuter parking from Residents' Parking Schemes.

In modelling the balance between supply and demand for Park and Ride spaces as a result of an extension to the residents parking zone, two scenarios have been considered by Steer Davis Gleave. In both cases, it is assumed that the first phase of new residents' parking zones will not be introduced until 2018:

- **Scenario 1:** All commuter on-street parking in residential parking zones is displaced to Park and Ride.
- **Scenario 2:** Only commuter on-street parking that is estimated to originate from outside of Cambridge is displaced to Park and Ride, on the basis that Park and Ride is less convenient to commuters based within Cambridge who would be more likely to use public transport, walk, cycle or use off-street parking.

Year	Supply		Spare capacity Assume all new supply is available to absorb displacement	Displaced commuter demand	
	Additional Spaces	Total Spaces		Scenario 1: All commuters displaced to P&R	Scenario 2: Commuters outside Cambridge displaced to P&R
2017	-	6,800	1,800	-	-
2018	200	7,000	2,000	900	700
2019	400	7,400	2,400	2,400	2,000
2020/21	2,000	9,400	4,400	4,300	2,900