

A meeting of the **OVERVIEW AND SCRUTINY PANEL (SERVICE SUPPORT)** will be held in **MEETING ROOM 1, PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON, PE29 3TN** on **WEDNESDAY, 20 FEBRUARY 2008 ON THE RISING OF THE SECTION 106 AGREEMENT ADVISORY GROUP** and you are requested to attend for the transaction of the following business:-

**Contact
(01480)**

APOLOGIES

1. MEMBERS INTERESTS

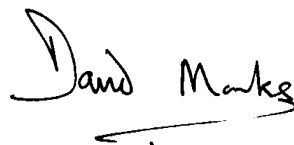
To receive from Members declarations as to personal and/or prejudicial interests and the nature of those interests in relation to any Agenda Item. Please see Notes 1 and 2 below.

2. CAR PARKING STRATEGY PROPOSED ACTION PLAN (Pages 1 - 40)

To consider the decision made by the Cabinet on 31st January 2008 on the Car Parking Strategy Action Plan, which has been called-in by the Panel, as described in a report by the Head of Administration.

**Miss N Giles
387049**

Dated this 12 day of February 2008



Chief Executive

Notes

1. *A personal interest exists where a decision on a matter would affect to a greater extent than other people in the District –*
 - (a) *the well-being, financial position, employment or business of the Councillor, their family or any person with whom they had a close association;*
 - (b) *a body employing those persons, any firm in which they are a partner and any company of which they are directors;*

- (c) *any corporate body in which those persons have a beneficial interest in a class of securities exceeding the nominal value of £25,000; or*
 - (d) *the Councillor's registerable financial and other interests.*
2. *A personal interest becomes a prejudicial interest where a member of the public (who has knowledge of the circumstances) would reasonably regard the Member's personal interest as being so significant that it is likely to prejudice the Councillor's judgement of the public interest.*

Please contact Miss N Giles, Trainee Democratic Services Officer, Tel No 01480 387049/e-mail: Natalie.Giles@huntsdc.gov.uk if you have a general query on any Agenda Item, wish to tender your apologies for absence from the meeting, or would like information on any decision taken by the Panel.

Specific enquiries with regard to items on the Agenda should be directed towards the Contact Officer.

Members of the public are welcome to attend this meeting as observers except during consideration of confidential or exempt items of business.

Agenda and enclosures can be viewed on the District Council's website – www.huntingdonshire.gov.uk (under Councils and Democracy).

If you would like a translation of Agenda/Minutes/Reports or would like a large text version or an audio version please contact the Democratic Services Manager and we will try to accommodate your needs.

Emergency Procedure

In the event of the fire alarm being sounded and on the instruction of the Meeting Administrator, all attendees are requested to vacate the building via the closest emergency exit and to make their way to the car park adjacent to the Methodist Church on the High Street (opposite Prima's Italian Restaurant).

OVERVIEW AND SCRUTINY PANEL (SERVICE SUPPORT)

20TH FEBRUARY 2008

CAR PARKING STRATEGY ACTION PLAN – CALL IN (Report by the Head of Administration)

1. INTRODUCTION

- 1.1 The purpose of this report is to consider the Cabinet's decision on the Car Parking Strategy Action Plan, which has been called in for scrutiny by the Panel.

2. BACKGROUND

- 2.1 The Cabinet at their meeting held on 31st January 2008 considered a report by the Head of Planning Services seeking approval of the Proposed Action Plan. A copy of the report is been attached at Appendix 1.
- 2.2 The report had previously been considered by the Panel at their meeting held on 15th January 2008 and the Panel's comments were conveyed to the Cabinet by way of the report attached as Appendix 2.
- 2.3 The Cabinet approved the recommendations contained in the report by the Head of Planning Services as set out in the draft Minutes attached at Appendix 3.
- 2.4 Following publication of the Cabinet's decision, Councillors M G Baker, J T Bell, J W Davies, P J Downes, A N Gilbert, P M D Godfrey, J A Gray and R J West have called-in the decision.
- 2.5 The Panel is therefore invited to consider the decision of the Cabinet and the appropriate Executive Councillor, Councillor P L E Bucknell, has been invited to attend the Panel's meeting.

3. CALL IN

- 3.1 Members are reminded of the guidance for call in as set out in paragraph 14 of the Overview and Scrutiny Procedure Rules of the Council's Constitution.
- 3.2 The Panel has various options which are as follows:-
- if, having considered the matter, the Panel is still concerned about the decision, then it may be referred back to the Cabinet for reconsideration, setting out in writing the nature of the concerns. Alternatively, the Panel can refer the matter to full Council. If referred back to the Cabinet, they would then be required to reconsider their decision within 10 working days, amending the decision or not, before adopting a final decision;

- if the Panel decides not to refer the matter back to the Cabinet, the decision shall take effect from the date of the Overview and Scrutiny Panel meeting;
- if the matter is referred to full Council and the Council does not object to the decision which has been made, then no further action is necessary and the decision will become effective on the date of the Council meeting; or
- if the matter is referred to full Council and they decide to object, the Council have no ability to make decisions in respect of an executive decision unless it is contrary to the policy framework or contrary to or not wholly consistent with the budget. Unless this is the case, the Council can refer any decision to which they object back to the Cabinet, together with the Council's views on the decision. The Cabinet can then decide whether to amend the decision or not before reaching a final decision and implementing it.

4. CONCLUSION

- 4.1 In the event of the Panel referring the matter back to Cabinet, an item has been included on the Agenda for the meeting of the Cabinet to be held on Thursday 21st February 2008.

5. RECOMMENDATION

- 5.1 The Panel is invited to consider how to respond to the call in of the decisions by the Cabinet relating to the Car Parking Strategy Action Plan.

BACKGROUND INFORMATION

Council Constitution

Car Parking Strategy Proposed Action Plan – report by Head of Planning Services

Report and draft Minutes as attached as appendices.

Contact Officer: Miss N Giles
 **01480 387049**

APPENDIX 1

CABINET

31ST JANUARY 2008

CAR PARKING STRATEGY – PROPOSED ACTION PLAN (Report by Head of Planning Services)

1. INTRODUCTION

- 1.1 The purpose of this report is to update Members on progress with regard to the development of a Car Parking Strategy Action Plan. This builds on the feedback previously provided by the Overview & Scrutiny Panel (Service Support) and the Cabinet during their consideration of the Draft Action Plan during October 2007. It also addresses the results of the public consultation carried out during November and December.
- 1.2 The report also presents a Proposed Action Plan for formal consideration and approval (arising from the Car Parking Working Group at their final meeting held on 10th December 2007. This meeting considered the comments of Overview & Scrutiny Panel (Service Support) and Cabinet as well as the results of the public consultation).
- 1.3 The background to this work and the financial implications were covered in the October 2007 reports previously considered.

2. ISSUES FOR PUBLIC CONSULTATION/CAR PARKING WORKING GROUP

- 2.1 At their meeting on 9th October 2007, Overview & Scrutiny Panel (Service Support) requested the Cabinet to invite the Car Parking Working Group to reconsider and further investigate the following:
 - a) the offer of incentives sufficient to motivate drivers to purchase vehicles with green low-vehicle emission rates, (for example free parking for a narrower group of vehicles available to all users and not just season ticket holders/residents);
 - b) that the time-related charge of nine hours be extended to at least ten or eleven hours which should still be of sufficient length to deter rail commuters from parking in town centre car parks;
 - c) that it be made clear where the surplus income generated by increased parking charges would be spent, given the target within the existing Strategy to use this to encourage "integrated, sustainable and accessible" transport;

- d) that the long and medium term opportunities offered by the new guided bus be investigated e.g. the possibility of a park and ride at Huntingdon and the benefits which might accrue from the award of grant to Cambridgeshire County Council from the Transport Innovation Fund;
- e) how the overspill of car parking in the residential roads of Huntingdon would be managed following the imposition of charges in the Riverside and other car parks in Huntingdon;
- f) whether the suggestion in Option 1 that a residents car parking permit in town centres should be priced at £40 was sufficient to encourage residents to consider whether it was necessary to have a car when living in a town centre location as opposed to using other forms of transport; and
- g) how a charge for long stay car parking in Riverside Car Park, Huntingdon could be justified when no charges were recommended for the Riverside Park in St Neots?

2.2 At their meeting on 18th October 2007, Cabinet considered the views of Overview & Scrutiny Panel (Service Support) together with the Draft Action Plan. Cabinet resolved that the Draft Action Plan be approved for public consultation and further work undertaken on the associated charging scenarios and that the Members' Car Parking Working Group be reconvened to consider the foregoing issues and the recommendations of the Overview & Scrutiny Panel (Service Support) in the light of the outcomes of the public consultation and further work on the charging scenarios:

- a) the potential use of the car park to be provided in St Ives for the proposed guided bus service other than by users of the service;
- b) the possible use of the district's leisure centre car parks other than by customers;
- c) the application of charging for Members and staff of the District Council who used public car parks in conjunction with their official duties or employment;
- d) the introduction of resident permit zones within designated areas around St Neots and Huntingdon Railway stations;
- e) the effect of differential charging rates to reflect off-peak hours; and
- f) the management and level of disabled parking.

2.3 The public consultation questionnaire was structured around the key issues as outlined in the draft Action Plan as well as those arising

from the Panel and Cabinet meetings held in October. A copy is attached at Annex A.

- 2.4 The consultation period ran from 12th November to 5th December and the questionnaire was sent out to over 200 local groups and organisations. Additionally, unmanned static displays were held in each of the four market towns and the consultation was also available via the Council website. As well as the questionnaire, the draft Action Plan was also made available together with a consultation brochure outlining the work to date and the key issues and recommendations.
- 2.5 Each Town Council also had the benefit of a specific presentation on the consultation.
- 2.6 A total of 75 responses have been received, including written responses from all four Town Council's. The percentage results from the Questionnaire are attached at Annex B, together with general comments/feedback to the consultation at Annex C.
- 2.7 Key points that Members should note include:
- Strong support for considering each town on its own merits (80%)
 - Similar levels of support for discouraging rail commuters from town centre car parks in Huntingdon (78%). However it should be noted that a number of rail commuters also registered their objection to this approach with others indicating that rail station car parks should be extended
 - 53% support for the introduction of charges at Riverside, Huntingdon, with Riverside, St. Neots remaining free of charge. It should be noted that a further 15% did not offer a view due primarily not living in the area or using either car park
 - Almost two-thirds (63%) supported a 25% reduction for vehicles producing less carbon emissions with a 50/50 split when asked if further concessions should be offered
 - 76% of respondents did not consider that Residents Permits were too cheap
 - Making Mill Common, Huntingdon and Tan Yard, St. Neots short-stay was supported by 74%. 81% also stated that it was not unreasonable to expect those parking all-day to walk a short distance into the town centre
 - The trial of a range of alternative payment methods was supported by 79%

- 60% of respondents indicated that we should consider charging at Leisure Centre car parks but many also felt that Centre users should be able to park for free with others indicating that the burden of enforcement would be too costly
- When asked to specify which charging option was preferred, 54% opted for Option 1, 14% for Option 2 with an additional 32% offering no view/comment.

3. CAR PARKING WORKING PARTY

3.1 At the request of the Cabinet, the Working Party met again on 10th December to consider both the results of the public consultation and the specific issues raised by Panel and Cabinet. Their recommendations are as follows:

a) That the original proposal of a 25% reduction in the cost of a car parking Season Ticket for cars with CO2 emissions of 120g/km or less be adopted. After discussion, it is still considered that this represents a fair and equitable discount at the present time;

b) It is agreed that the introduction of any time-related charges to discourage rail commuters for the car parks at Riverside, Huntingdon and Bridge Place, Godmanchester be increased from nine hours to ten hours;

c) That any surplus income generated by increased car parking charges not be ring-fenced to 'integrated, sustainable and accessible transport'. Given the level of current Council spending on transport with the current MTP well in excess of any increased income, it is felt that this measure is unnecessary;

d) That the Council continue to work with the County Council on the delivery of the proposed bus priority measures between Huntingdon and St. Ives and any proposals emerging for future park and ride at Huntingdon;

e) The Council will continue to work with the County Council, through the Hunts Traffic Management Area Joint Committee, to consider any issues arising from overspill parking on adjacent public highways following the imposition of car parking charges. This has been supported by the County Council as part of its formal response to the public consultation;

f) Following the representations made as part of public consultation, that the proposed level of charge for the cost of a resident's car parking permit is at a sufficient level and that the revised charge be recommended as outlined at Annex D;

g) A further survey has been carried out at Riverside car park, St. Neots, which indicates that long-stay parking levels are between 35% to 38% of overall available capacity. On this basis, it is not recommended that charging can be justified at the present time as part of the recommended Action Plan;

h) Discussions have been held with the County Council regarding the possible use of the new Guided Busway Park & Ride car park. It is now understood that a management regime will be implemented to prevent free all day car parking by those using the new arrangements;

j) Whilst noting the general public support for the introduction of car parking charges at Leisure Centres, subject to free parking for users, the members of the Working Party do not support the introduction of charges at the present time and consider this should be held for future review. It is considered that the Council would be faced with significant costs to enforce an additional regime, which need to be considered in more detail. It is also felt that the introduction of charges could lead to increases in on-street parking in residential areas, which cannot be justified based on current leisure centre parking issues, particularly as some of these are shared with schools;

k) In relation to both Member and Staff car parking within public car parks, the Working Party recommend that the current regime remains unchanged namely, that anybody requiring to pay car parking charges as part of their official duties is suitably reimbursed. However reimbursement or free parking cannot be supported for those attending their place of employment. The Working Party considers that this would not be equitable with other town centre employers and their employees who are required to pay car parking charges;

l) The Council will work with the County Council, through the Hunts Traffic Management Area Joint Committee, to consider the need for parking restrictions in the vicinity of Huntingdon and St. Neots railway stations;

m) It is not considered that there is a need for differential charging rates to reflect off-peak hours as short-stay charging is not charged after 6.00pm Monday to Saturday and all parking is free of charge on Sundays;

n) The Working Party expressed its satisfaction with the management of current parking for the disabled and noted that current blue badge holders can park in any car parking spaces free of charge. It does recommend that the level of designated spaces is reviewed to assess compliance with nationally recommended levels and to make amendments when car parks are re-designed or re-marked.

3.2 Members will also recall that as part of previous consideration of future charging levels in October 2007, the financial implications of a

new 3-year pricing policy were considered. Annex D contains an overview of the two options presented for public consultation and it should be noted that 54% of those responding supported Option 1 with 14% supporting Option 2. A further 32% expressed no view or comment, mainly due to not being directly affected by the proposed changes.

- 3.3 In considering these pricing options, the Working Party recommends that Option 1 be supported. For clarification, these figures are broadly in line with those under the heading of 'Option 3' in the October 2007 reports.

4. CONCLUSIONS

- 4.1 Subject to formal approval of the Proposed Action Plan at Annex E, it will be necessary to amend the current Off-Street Parking Places Order 2005 to reflect the changes approved by Cabinet in terms of a revised charging regime, car park designations and to implement changes on the ground including signing, ticket machine issues etc. It is planned that, subject to the necessary legal process and public notice period that has to be given, that we would plan to introduce changes from 1st June 2008 onwards.

5. RECOMMENDATION

It is recommended that:

- i) the Proposed Action Plan is approved;**
- ii) the current Off-Street Parking Places Order be amended for introduction from 1st June 2008, and;**
- iii) authority be given to advertise the proposed car parking charges in accordance with the first option in Annex D.**

BACKGROUND INFORMATION

SDG Final Report - March 2007
Members Car Parking Working Party Minutes – 12th June, 6th July, 15th August & 10th December 2007
Overview & Scrutiny Panel (Service Support) Report – 9th October 2007
Cabinet Report – 18th October 2007

Contact Officer: **Stuart Bell – Transport Team Leader**

☎ (01480) 388387

**Car Parking Strategy Action Plan –
Public Consultation Questionnaire**

ANNEX A

Q1. The proposed Action Plan seeks to appropriately balance the competing demands for parking by introducing a tailored approach to meet the individual needs of each of our towns.

Do you agree with this differential approach? - YES / NO

If you wish, please explain your reasons why;

Q2. Our Consultants have identified particular levels of high demand for car parking in Huntingdon, relating to the high number of office-based workers in the town and the issues related to the proximity of the rail station to the town centre.

a) The proposed changes for Huntingdon seek to discourage rail commuters from using town centre car parks. Do you agree with this approach? – YES / NO

If you wish, please explain your reasons why;

b) To recognise the nature of the leisure usage at Riverside car park in Huntingdon, it is proposed to provide a designated short-stay area for parking, with reduced charges, as well as allowing short-term parking within longer-stay areas. Do you agree with this approach? – YES / NO

If you wish, please explain your reasons why;

Q3. It is proposed to introduce long-stay parking charges for Huntingdon at Riverside and Bridge Place Car Parks for the reasons outlined in Q2. In St. Neots, due to the high leisure usage at Riverside and currently less demand on town centre car parks overall, it is proposed that Riverside Car Park remains free of charge as well as Cambridge Road, the latter pending further improvement and review.

Do you agree with this differential approach? – YES / NO

If you wish, please explain your reasons why;

Q4. In order to contribute to the Climate Change agenda, it is proposed that the Council recognise the benefit to the environment of encouraging the use of cars that produce less carbon emissions by proposing Season Ticket/Resident Permit discounts for qualifying vehicles.

a) It is proposed that a 25% discount be offered over the standard cost of a Season Ticket or Residents Permit?

Do you agree with this approach? – YES / NO

b) It has been suggested that the Council should go further and offer greater discounts, possibly free parking, for certain other qualifying low emission vehicles?

Would you support such an approach? – YES / NO

Please explain your reasons why;

Q5. Residents Season Tickets & Permits are offered to those who have limited or no off-street car parking. It has been suggested that the current and proposed charging levels are far too low to encourage those living in town centres to consider using less polluting cars, alternative forms of transport or to reduce their use of the car.

Do you consider that Residents Season Tickets & Permits are too cheap and not encouraging the use of alternative forms of travel for those living in town centres? – YES / NO

Please give any feedback ;

Q6. For those working an average 5-day week in Huntingdon, St. Neots or St. Ives, it is currently around 30% cheaper to purchase a standard 12 or 6-month Season Ticket rather than pay a daily parking charge.

Do you consider that this current policy gives far too great a discount or fail to encourage people to consider other forms of travel? – YES / NO

Please give any feedback ;

Q7. To address the continuing need for short-term parking, it is proposed that the car parks at Mill Common, Huntingdon and Tan Yard at St. Neots will only allow short-term car parking with long-term parking moving to other car parks at the edge of each town centre;

a) Do you support this approach? – YES / NO

b) Is it unreasonable to expect people who park all-day to walk a short distance into Huntingdon or St. Neots town centres? – YES / NO

If you wish, please explain your reasons;

Q8. With the planned introduction of charges for Huntingdon at Riverside and Bridge Place car parks, it is proposed that a trial of alternative methods of payment be undertaken utilising new ticket machine technology e.g. taking notes, payment by debit/credit card etc.

Do you consider alternative payments to coins would be useful? – YES / NO

If yes, what other methods would be useful for you?

Q9. We are aware that certain Leisure Centre car parks are being used by people not using the facilities at those Centres. Should we consider introducing charging as a mechanism to try and control this situation with a reduced rate for Centre users? – YES/NO

Please give any feedback ;

Q10. The consultation outlines the revised charges being considered for each town within Option 1 or Option 2.

Which Option do you prefer – Option 1/Option 2 – and please state why?

Please use the space below to make any other comments you wish on this consultation.

When completed, please return your comments to Huntingdonshire District Council, Planning Policy Division, Pathfinder House, St. Mary's Street, Huntingdon PE29 3TN or alternatively, e mail to transport@huntingdonshire.gov.uk

Thank you for your time.

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Q1. The proposed Action Plan seeks to appropriately balance the competing demands for parking by introducing a tailored approach to meet the individual needs of each of our towns.

Do you agree with this differential approach? -

YES - 80%

NO - 18%

NO VIEW/COMMENT – 2%

Q2. Our Consultants have identified particular levels of high demand for car parking in Huntingdon, relating to the high number of office-based workers in the town and the issues related to the proximity of the rail station to the town centre.

a) The proposed changes for Huntingdon seek to discourage rail commuters from using town centre car parks. Do you agree with this approach?

YES - 78%

NO - 20%

NO VIEW/COMMENT – 2%

b) To recognise the nature of the leisure usage at Riverside car park in Huntingdon, it is proposed to provide a designated short-stay area for parking, with reduced charges, as well as allowing short-term parking within longer-stay areas. Do you agree with this approach?

YES - 60%

NO - 32%

NO VIEW/COMMENT – 8%

Q3. It is proposed to introduce long-stay parking charges for Huntingdon at Riverside and Bridge Place Car Parks for the reasons outlined in Q2. In St. Neots, due to the high leisure usage at Riverside and currently less demand on town centre car parks overall, it is proposed that Riverside Car Park remains free of charge as well as Cambridge Road, the latter pending further improvement and review.

Do you agree with this differential approach?

YES - 53%

NO - 32%

NO VIEW/COMMENT – 15%

Q4. In order to contribute to the Climate Change agenda, it is proposed that the Council recognise the benefit to the environment of encouraging the use of cars that produce less carbon emissions by proposing Season Ticket/Resident Permit discounts for qualifying vehicles.

a) It is proposed that a 25% discount be offered over the standard cost of a Season Ticket or Residents Permit? Do you agree with this approach?

YES - 63%

NO - 33%

NO VIEW/COMMENT – 4%

b) It has been suggested that the Council should go further and offer greater discounts, possibly free parking, for certain other qualifying low emission vehicles?

Would you support such an approach?

YES - 50%

NO - 46%

NO VIEW/COMMENT – 4%

Q5. Residents Season Tickets & Permits are offered to those who have limited or no off-street car parking. It has been suggested that the current and proposed charging levels are far too low to encourage those living in town centres to consider using less polluting cars, alternative forms of transport or to reduce their use of the car.

Do you consider that Residents Season Tickets & Permits are too cheap and not encouraging the use of alternative forms of travel for those living in town centres?

YES - 12%

NO - 76%

NO VIEW/COMMENT – 12%

Q6. For those working an average 5-day week in Huntingdon, St. Neots or St. Ives, it is currently around 30% cheaper to purchase a standard 12 or 6-month Season Ticket rather than pay a daily parking charge.

Do you consider that this current policy gives far too great a discount or fail to encourage people to consider other forms of travel?

YES - 23%

NO - 64%

NO VIEW/COMMENT – 13%

Q7. To address the continuing need for short-term parking, it is proposed that the car parks at Mill Common, Huntingdon and Tan Yard at St. Neots will only allow short-term car parking with long-term parking moving to other car parks at the edge of each town centre;

a) Do you support this approach?

YES - 74%

NO - 11%

NO VIEW/COMMENT – 15%

b) Is it unreasonable to expect people who park all-day to walk a short distance into Huntingdon or St. Neots town centres?

YES - 12%

NO - 81%

NO VIEW/COMMENT – 7%

Q8. With the planned introduction of charges for Huntingdon at Riverside and Bridge Place car parks, it is proposed that a trial of alternative methods of payment be undertaken utilising new ticket machine technology e.g. taking notes, payment by debit/credit card etc.

Do you consider alternative payments to coins would be useful?

YES - 79%

NO - 13%

NO VIEW/COMMENT – 8%

Q9. We are aware that certain Leisure Centre car parks are being used by people not using the facilities at those Centres. Should we consider introducing charging as a mechanism to try and control this situation with a reduced rate for Centre users?

YES - 60%

NO - 36%

NO VIEW/COMMENT – 4%

Q10. The consultation outlines the revised charges being considered for each town within Option 1 or Option 2.

Which Option do you prefer – Option 1/Option 2 – and please state why?

OPTION 1 - 54%

OPTION 2 - 14%

NO VIEW/COMMENT – 32%

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Car Parking Strategy Action Plan – Written Responses/Feedback to Questionnaire

Figures in brackets (3) indicate where a duplicate comment has been made

Q1. The proposed Action Plan seeks to appropriately balance the competing demands for parking by introducing a tailored approach to meet the individual needs of each of our towns.

- Makes sense but not when reasoning behind certain statements appears based on a false premise
- People will travel to the town with the least expensive parking
- I do not use Huntingdon for shopping because it is slow and difficult to access
- Needs to account for all users needs, not those just living and working in town (2)
- Why should those in Huntingdon be penalised over other market towns?

Q2. Our Consultants have identified particular levels of high demand for car parking in Huntingdon, relating to the high number of office-based workers in the town and the issues related to the proximity of the rail station to the town centre.

a) The proposed changes for Huntingdon seek to discourage rail commuters from using town centre car parks.

- This penalises everyone, not just rail commuters. Extend rail station car parks (16) and reduce charges to encourage commuters to park there (2)
- Need to improve parking for commuters. Their income is spent in Huntingdon's shops and on Council Tax. They are not pariahs but welcome cash to local economy (2)
- Hinchingbrooke school suffers from illegally parked cars. Any proposal that increases the likelihood of this happening will shift the cost to the school for deterrent measures
- Long-stay charges should match those of rail station parking or be higher
- Need to ensure rail commuters do not park on-street (2)
- Add decked car parks at the rail station
- Provide additional parking on Mill Common to benefit all in Huntingdon
- Need better liaison with rail companies
- Rail commuters will still opt to park in cheaper town centre car parks
- Rail commuters have as much right to park as Huntingdon office workers (3)
- Unfair & unreasonable to distinguish between where people work, everyone should have a choice
- Need to ensure you don't penalise those working in the town

b) To recognise the nature of the leisure usage at Riverside car park in Huntingdon, it is proposed to provide a designated short-stay area for parking, with reduced charges, as well as allowing short-term parking within longer-stay areas.

- I think higher charges for long periods my put off visitors for recreation i.e. walking the river to the Hemingfords
- How can they be 'reduced charges, when currently free? If you are going to charge and more for the longer you park, fair enough
- Better to make Riverside, Huntingdon 4 hours max and apply to all car parks and roads within 1 mile of station. Why does anyone need to park more than 4 hours?
- Free parking is important and should not be abolished/there should be no changes
- Impossible to find a space in Riverside, Huntingdon after 9am
- The Council policies are crippling town centre businesses and are barely keeping afloat
- Short-stay inside the ring-road is often full

- What leisure usage? Work parking is more important
- There ought to be an area for free parking to allow locals/others to enjoy Riverside

Q3. It is proposed to introduce long-stay parking charges for Huntingdon at Riverside and Bridge Place Car Parks for the reasons outlined in Q2. In St. Neots, due to the high leisure usage at Riverside and currently less demand on town centre car parks overall, it is proposed that Riverside Car Park remains free of charge as well as Cambridge Road, the latter pending further improvement and review.

- Why not charge there to? Then you can charge less elsewhere
- If you introduce charges, I will likely shop elsewhere where facilities are better i.e. Peterborough
- This does not consider knock-on effects to Hinchingsbrooke school/hospital (2)
- Support recognition of importance of Riverside, Huntingdon as green space. We would like the Strategy to ensure that this will be protected from future development
- Parking at Brampton Road should not be on greenfield land
- Disincentive for Huntingdon if free parking ceases
- Could Riverside, Huntingdon have free short-stay?
- Will encourage more people to St. Neots
- Why single out Huntingdon? St. Neots' problem is just as bad
- Both should remain free. The Council has caused the problem by allowing Luminus to build on its car park
- Increasing car park charges in St. Neots will affect local businesses

Q4. In order to contribute to the Climate Change agenda, it is proposed that the Council recognise the benefit to the environment of encouraging the use of cars that produce less carbon emissions by proposing Season Ticket/Resident Permit discounts for qualifying vehicles.

a) It is proposed that a 25% discount be offered over the standard cost of a Season Ticket or Residents Permit?

b) It has been suggested that the Council should go further and offer greater discounts, possibly free parking, for certain other qualifying low emission vehicles?

- Free parking for carbon emissions below 100
- This discriminates in favour of those who can afford a new car and can possibly afford higher charges. Also encourages a throwaway attitude to perfectly serviceable cars (3)
- Makes sense to provide incentives to offset costs of those prepared to use them (2)
- Verifying low emission could create a management problem
- No real impact on CO2, better to turn off traffic lights at off-peak times
- Should be a 5-year action to allow people to time to consider when changing their car
- Green travel should be encouraged
- Could charges be increased for large 4x4's (4). Accept difficult to manage
- HDC must encourage low emission ownership (2)
- Any vehicle takes up a space (2)
- The Council should devote its time to more important matters than this
- A bit gimmicky but does provide an incentive

Q5. Residents Season Tickets & Permits are offered to those who have limited or no off-street car parking. It has been suggested that the current and proposed charging levels are far too low to encourage those living in town centres to consider using less polluting cars, alternative forms of transport or to reduce their use of the car.

Do you consider that Residents Season Tickets & Permits are too cheap and not encouraging the use of alternative forms of travel for those living in town centres? –

- There are no viable alternatives to the car, public transport is inflexible & costly, no buses to station from Eynesbury Manor and not at 6am when I go to work
- The public transport system is not adequate yet to justify such a measure
- In a village I have free parking. Why should those living in town have to pay?
- You cannot encourage people to live in towns and then penalise them
- Residents of Ingram St. may be prepared to pay more if they could be guaranteed a parking space. Why should we pay more if we can't park? (2)
- They choose to live with limited parking, why should they be subsidised
- You may penalise the less-well off
- Too low. Everyone should pay the same
- It is not the Council's role to influence a person's choice of vehicle
- Too cheap – compare the cost with what residents pay in Cambridge
- This smacks of a stealth tax and too oppressive on households
- Residents permits should be free (2), they have enough to contend with
- Perhaps more control should be made on the number of permits issued per household

Q6. For those working an average 5-day week in Huntingdon, St. Neots or St. Ives, it is currently around 30% cheaper to purchase a standard 12 or 6-month Season Ticket rather than pay a daily parking charge.

Do you consider that this current policy gives far too great a discount or fail to encourage people to consider other forms of travel?

- Many people who have season tickets catch the bus to work in Cambridge or Bar Hill. If you double prices, they may as well drive to Cambridge and save the bus fare as well
- Encourage other forms of travel by making more available and at reasonable cost
- Giving works a discount is discriminatory to the elderly, disabled and unemployed
- Definitely not. A season ticket discount should be applauded
- Why as much as 30%. Reduction could encourage other forms of transport
- Everyone should pay the same
- The discount is far too low

Q7. To address the continuing need for short-term parking, it is proposed that the car parks at Mill Common, Huntingdon and Tan Yard at St. Neots will only allow short-term car parking with long-term parking moving to other car parks at the edge of each town centre;

a) Do you support this approach?

b) Is it unreasonable to expect people who park all-day to walk a short distance into Huntingdon or St. Neots town centres?

- With the proviso that disabled users are properly catered for
- We support this if it stops people denying residents (Ingram St.) parking spaces
- Maybe the Council could introduce a 'Hire Bike' scheme
- This can be a 10 minute walk or longer. Many ladies feel unsafe walking in the dark
- Fine as long as people don't have to pay as well
- Need sufficient street lighting
- Cambridge Street needs more capacity
- How many times does a person need to return to their car during the day?

Q8. With the planned introduction of charges for Huntingdon at Riverside and Bridge Place car parks, it is proposed that a trial of alternative methods of payment be undertaken utilising new ticket machine technology e.g. taking notes, payment by debit/credit card etc.

Do you consider alternative payments to coins would be useful?

- Debit/Credit card possibly, but only if machines are more reliable than at present (13)
- What about 'Pay as You Park' i.e. mobile phone? (6)
- Facilities should be available to give change for notes/coins (2)
- Ability to purchase tickets in shops
- Oyster/pre-paid cards (5)
- Internet payment

Q9. We are aware that certain Leisure Centre car parks are being used by people not using the facilities at those Centres. Should we consider introducing charging as a mechanism to try and control this situation with a reduced rate for Centre users? –;

- Only if parking costs are refunded to Centre users (14)
- At St. Neots, there are significant problems with football club (Eynesbury) parking which causes problems in adj. housing areas. Dog walkers also think it is their right to park anywhere. I would welcome them parking in the Leisure Centre to help residents
- Don't forget schools. Charging may encourage illegal parking on school sites
- Cost of enforcement would be prohibitive (5)
- If introduced, further consultation needed with teachers, pupils and visitors to nearby schools
- If your proposals go ahead in the town centre, more people will park here
- Most people who can afford to use Leisure Centres can afford to pay a parking charge
- If other people are using these car parks, it is because the Council is failing to meet the needs of its taxpayers

Q10. The consultation outlines the revised charges being considered for each town within Option 1 or Option 2.

Which Option do you prefer – Option 1/Option 2?

- I think there will be bad publicity with 25% or 50% increases
- How can you justify doubling prices and abolishing Mon-Fri season tickets at car parks near the bus station, while purporting to encourage public transport
- Charges should not be set too high to threaten vitality of market towns
- Charges at out-of-town stores but recognise that this requires Govt. legislation
- Option 2 is too significant an increase (4)
- It is reasonable to expect people to pay. Option 2 is not exorbitant/ reduce car use
- Prefer no increase/charges are too high at present (2)
- Neither – both show increases in excess of 25%. Inflation has not increased by this much (2)
- None – I wish parking to remain free for the people of Huntingdonshire (2)

Other Comments

- It is difficult to stop commuters parking in town centre car parks. Talk to the Rail Station, get more parking there at a more reasonable price
- With extra revenue generated, improve access/exit to Cattle Market in St. Ives and reduce congestion at The Quadrant at peak times
- Congratulations on tackling this issue. With the expansion of St. Neots, more town centre parking is needed. Expansion of Riverside car park to both sides of the bridge would prevent people having to drive through the centre to park

- Consultation period is too short for Parish Council's to comment
- This does not take into account competition from out-of-town superstores (3)
- 4-hour charge too high, people will shop elsewhere, perhaps Peterborough
- Allow free short-term (1 hour) (3) for doctor, dentist etc. (1)
- Increasing Resident's Permit charges will mean town centre living becomes even more of a poor person's option (2)
- Need for a car is often dictated by child care needs
- Secure cycle storage facilities required (2)
- Would like to see a 2-year pricing policy. This will allow important changes/demands to be made sooner
- Low emission rate is not relevant to parking, use new technology to enable reduced rate for car sharers
- We would like to see linkage with a corresponding Action Plan for cycle and pedestrian routes and secure cycle parking
- Park & Ride should be examined (2) but concerned at Greenfield suggestion at Hartford. Suggest brownfield sites at Alconbury, Wyton and Brampton. Possibly Tower Fields
- Support car park to south of High Street (St. Neots). Would relieve demand at eastern end of town
- Appreciate attempts to solve problems in Huntingdon but charges may force people to local streets
- Luminus should provide their own parking instead of using Riverside (2)
- Questionnaire should have been designed for each town
- Why was do nothing not an option? (2)
- Many people missed the display in St. Ives. Town Hall does not have disabled access, not very PC
- All car parks should be charged at the same rate
- Urgently provide multi-storey car parks but not 5 floors or greater
- Too much traffic in Huntingdon Town Centre. Need to divert some away
- Not enough consultation. This is not an open or public consultation. Should be conducted as an open referendum (3)
- Removing parking from High Street, Ramsey is of considerable value to Abbey College. This would allow safer cycling
- Lack of coach layover in St. Neots warrants a specific reference
- Why no multi-storey in St. Ives, St. Neots or Huntingdon? (3)
- Disabled drivers park anywhere, despite their own bays. Reduce the number of blue badge holders
- Changes need to be supported by a range of public transport incentives/better system (12)
- District Council has failed to ensure adequate parking provision with new development
- Not accepted by Ramsey Town Council that the town does not have a capacity problem. There is difficulty in finding on or off-street spaces
- Ramsey Town Council does not support removal of parking in High Street. Speeds will increase
- Huntingdon will die unless problems are addressed. No doubt Council employees will have designated parking denied to ordinary workers (2)
- The consultation does not take into account the needs of tourists
- Fire Service use Riverside, Huntingdon for those attending training centre on ring-road. Should be exempt from charges
- You need far more disabled parking spaces at Sainsbury's, Huntingdon and Waitrose, St. Ives in accordance with Govt. guidance
- Priory Centre car park should be for the exclusive use of the facility
- Why change Tan Yard to short-stay just to cater for market days?
- Local Retailers in Huntingdon should be invited to set-up a 'Parking Charge Refund Scheme'

- Ensuring the link between on and off-street parking is important, whereby on-street should always be more expensive
- It would seem sensible to link the costs of off and on-street residents parking permits
- Why is there no multi-storey facility in St. Ives, Huntingdon or St. Neots?
- Why should a travelling fair be allowed to utilise parking space at Riverside, Huntingdon?
- There should be some free parking (in Huntingdon) for shoppers up to 2 hours. Concern that this policy will drive shoppers to other retail centres
- We consider that Great Northern Street, Huntingdon, should be re-classified as an 'Inner Car Park', making exceptions for residents, in the same way proposed for Mill Common
- Increased charges would discourage people from staying longer in town to shop
- A well-managed barrier system for car parks is preferred

PROPOSED CHARGING OPTIONS						
Location	Existing		1st Option		2nd Option	
Inner Car Parks	1-hour	30p	1-hour	40p	1-hour	50p
	2-hour	60p	2-hour	80p	2-hour	100p
	3-hour	150p	3-hour	200p	3-hour	250p
	4-hour	250p	4-hour	300p	4-hour	400p
Mid-Term Car Parks	1-hour	25p	1-hour	40p	1-hour	40p
	2-hour	50p	2-hour	80p	2-hour	80p
	3-hour	80p	3-hour	100p	3-hour	120p
	4-hour	100p	4-hour	150p	4-hour	180p
	23-hour	150p	23-hour	200p	23-hour	250p

Waitrose (St. Ives & St. Neots)	1-hour	30p	1-hour	40p	1-hour	50p
	2-hour	60p	2-hour	80p	2-hour	100p

On-Street	1-hour	30p	1-hour	50p	1-hour	50p
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Riverside, Huntingdon - Proposed Short-Stay Section	1-hour	n/a	1-hour	20p	1-hour	30p
	2-hour	n/a	2-hour	40p	2-hour	60p

Proposed Long-Stay at Riverside, Huntingdon and Bridge Place, Godmanchester						
(Monday to Friday)	1-hour	Free	1-hour	20p	1-hour	30p
	2-hour	Free	2-hour	40p	2-hour	60p
	3-hour	Free	3-hour	60p	3-hour	100p
	4-hour	Free	4-hour	80p	4-hour	150p
	4 to 10 hours	Free	4 to 10 hours	150p	4 to 10 hours	200p
	10 to 23 hours	Free	10 to 23 hours	480p	10 to 23 hours	530p
(Saturdays)	1-hour	Free	1-hour	20p	1-hour	30p
	2-hour	Free	2-hour	40p	2-hour	60p
	3-hour	Free	3-hour	60p	3-hour	100p
	4-hour	Free	4-hour	80p	4-hour	150p
	23 hour	Free	23 hour	150p	23 hour	200p

Season Tickets	Existing	1st Option	2nd Option
Monday to Friday - Annual	£175	No longer available	No longer available
Monday to Friday - 6 months	£90	No longer available	No longer available
Monday to Saturday - Annual	£250	£250 (£187.50)	£350 (£262.50)
Monday to Saturday – 6 months	£130	£130 (£97.50)	£185 (£138.75)

Figures in brackets indicate proposed 25% discount level for qualifying low emission vehicles

Resident Permits	Existing	1st Option	2nd Option
	£40	£50 (£37.50)	£80 (£60)

Figures in brackets indicate proposed 25% discount level for qualifying low emission vehicles

INNER CAR PARKS –

- Sainsbury's, Huntingdon
- Princes Street, Huntingdon
- Trinity Place, Huntingdon
- Mill Common, Huntingdon (from current mid-term)
- Priory Lane, St. Neots
- Brook Street, St. Neots
- Tan Yard, St. Neots (from current mid-term)
- Cattle Market (Bus Station section), St. Ives

MID-TERM CAR PARKS –

- Great Northern Street, Huntingdon
- Ingram Street, Huntingdon
- St. Germain Street (Minor), Huntingdon
- Cattle Market (Harrison Way section), St. Ives
- Darwoods Pond, St. Ives
- Globe Place, St. Ives
- Priory Car Park, St. Neots
- Tebbutts Road, St. Neots

ANNEX E

HUNTINGDONSHIRE CAR PARKING STRATEGY 2007

PROPOSED ACTION PLAN – 2008-2011

INTRODUCTION

The current District Council Car Parking Strategy (2004-2016) was approved by Cabinet in October 2004.

Emerging from that approval was the amendment of the required control orders to cover District-Wide off-street parking in 2005. Changes to the terms, conditions, charging and operating regimes relating to the use of the car parking stock were introduced from April 2005 onwards.

The strategy covers a range of issues with respect to car parking and not just off-street arrangements. It also covers issues such as parking standards relating to development and the forecast of likely delivery of private sector development including additional parking capacity.

Since that time, new Planning Policy Statements require parking standards to be reviewed which, taken with other Centre Vision projects and statements such as Town Centre Action Plans, made a review of our current Strategy an imperative. This particularly relates to the delay of development related parking provision, particularly within town centres. Review of development related parking standards continues to be part of the on-going Local Development Framework process. Consultants Steer Davies Gleave were appointed to undertake this review in May 2006.

BACKGROUND

The need for a review was dictated by a number of key issues;

- The shift towards the encouragement of additional residential development within town centres generally associated with reduced on-site parking provision. While town centres tend to provide more sustainable forms of living, including a reduced need to travel and the potential to make alternative transport choices, they are also areas where standards of parking provision are lower and this can create a higher demand for parking on-street or within public car parks
- The timing of a new strategy to coincide with the production of a spatial plan for Huntingdonshire to 2021 and beyond as part of the Local Development Framework
- The delay in the delivery of new retail development particularly in Huntingdon has resulted in the failure to deliver any major additional car parking capacity. Due to pressures on finding suitable land for car parking and the high associated land values for all types of acquisition, it is likely to that the Council will continue to have to explore this type of relationship/partnership with development opportunities
- To ensure that the balance between the numbers and location of short stay and long stay parking spaces is optimised for the benefit of the economy of the town centres in the future

- The need to consider the potential for the early delivery of additional long-stay parking in Huntingdon in view of the negative public reaction to the proposals at Riverside Park
- Continued pressures on town centres associated with rail commuter parking. This is particularly relevant in Huntingdon where there is a clear trend for commuters to utilise free or cheaper town centre parking rather than rail station car parks. In St. Neots, parking also occurs on surrounding streets due to a lack of available car parking capacity at the rail station.
- Our current strategy provides for the charging policy to be reviewed at intervals of not more than three years. Given that new charging levels were introduced in the first-half of 2005, the next review would be in 2008. Details of this are covered in this Action Plan.

THE STRATEGY REVIEW

Steer Davies Gleave (SDG) undertook a policy review of all national, regional, county and district policy that would influence and support the review, which included a diverse range of subjects such as air quality management to town centre development to housing. Within such a diverse range, the common theme that emerged was to provide adequate accessibility to support economic vitality.

SDG also undertook a review of Council parking data as part of our current monitoring regime, plus a review of the work done in 2004 and also carried out validation surveys of usage and capacity in all town centre car parks prior to the 2006 school holidays.

An Officer Working Group oversaw this work and this included representatives of the County Council in their role as both local highway authority and the body who control on-street parking policy.

SDG also undertook Stakeholder Briefings with representatives from within and outside the Council to ensure community engagement in the process and these were undertaken in the latter part of 2006. The primary objective of such briefings was to provide information to those attending, particularly on the current situation, to request information and feedback, to achieve a consensus view and support for the aims of the review and to understand perceptions of problems and issues.

Stakeholder events were held in each town and key issues were discussed on a town by town basis. While common themes were highlighted, there were also individual issues raised that were specific to each town and these are reflected in the Action Plan.

As part of each event, SDG outlined three broad strategic approaches that could be explored to manage future parking needs;

- Expansionist – building more spaces to meet continual rising demand
- Demand Management – control pricing and supply to reduce parking demand and reduce supply below current levels and encourage shift to other modes of transport
- Balanced – use pricing to keep demand at current levels balanced with minor provision of additional parking, improved signage to improve parking distribution and encouraging different travel choices in the future

SDG submitted their final report in early 2007 including their recommendations on how a Strategy and Action Plan should be developed and the approach to take for each market town. This was reported to Cabinet on 15th March 2007.

In discussing the key recommendations made by SDG, Cabinet acknowledged that doing nothing was not an option and the importance of developing a tailored approach to future car parking needs based on the specific requirements of individual market towns rather than the current generic-type district-wide approach. Members recognised that certain issues should be investigated further to alleviate parking problems in town centres including the viability of park and rides schemes, better signage and the management of disabled parking.

Cabinet resolved that;

- that the findings of the consultant's study be noted
- that a formal Car Parking Strategy and Action Plan be developed for future consideration by the Cabinet;
- that a Members' Car Parking Working Group comprising five Conservatives, one Liberal Democrat and one Independent Member, be established to develop and recommend a district-wide car parking strategy and action plan; and

OTHER ISSUES

A particular issue that will need to be considered within any overall work across the District is the potential introduction of decriminalised parking enforcement (DPE) within Cambridgeshire, which currently operates only within Cambridge and Peterborough. Government is currently encouraging local transport authorities to explore the options of such introduction, and in partnership with District Council's, where two-tier local government is present.

While there is an over-riding aim of achieving better enforcement with particular benefits leading to better town centres, there is a bigger picture to consider and a balance needs to be struck. Key issues likely to emerge for Cambridgeshire include;

- If introduced, DPE would apply District/County) wide. It would include all towns and villages
- What levels of enforcement would apply across different areas?
- Would partial introduction of DPE undermine remaining Police enforcement regime?
- Would DPE be managed using District Council resources or would external contractors be appointed?
- Finance –
 - How would scheme be funded? Utilising current District Council car parking revenue?
 - How would authorities such as Fenland and East Cambs provide funding where they have no car parking revenue income stream?
 - Sharing operational surplus/deficit, how would this work?
 - Does Park & Ride financially support DPE in Cambridge?
 - Cost implications of operational arrangements/upgrade costs?

In their role as local transport authority, the County Council are undertaking a series of meetings with District Council's to discuss options but it is clear that this will also need to be carefully linked to the District Council car parking strategy and action plan to ensure that it does not become out-of-date if DPE were to be introduced.

THE ACTION PLAN

The Member Working Party met on five occasions between April and December 2007, including a tour of the Council car parking stock on 18th May 2007. Members were able to view first-hand the actual operation of a number of key sites across the District and to relate the recommendations of SDG with real-time events. Minutes of these meetings are available as Background Papers to this Action Plan

Following the issues debated and agreed, a Questionnaire was developed based on the emerging themes and circulated to all Members of the Working Party. These have been used to inform the proposed Action Plan.

While the issues are wide and varied, Working Party Members considered that as well as immediate actions to recommend in the short-term (one to three years), there also needed to be some medium and longer term recommendations to be made and these are reflected in the tables below.

In making the priority recommendations for the Action Plan, Members of the Working Party have debated the recommendations of SDG and understood the obvious desire within parts of the community to build more parking to meet demand whilst balancing that with the challenges faced by the Council in developing an Action Plan to provide more parking and those of a more balanced, demand management approach.

A key rationale in the development of the Action Plan has been the recognised need to provide continued accessibility to the town centres in order to encourage shoppers, to provide parking for those working in the town centres and to provide that parking in appropriate locations within each town to support overall economic activity. It has been recognised that parking provision impacts on different people in different ways across a broad spectrum of the population. Therefore the challenge of the Action Plan has been to recommend a programme that recognises those variations in each town and to ensure a degree of equality relating to overall accessibility.

Key issues discussed have included (in no priority order):

- The need for additional weekday parking in Huntingdon and provision to meet market day demand in St. Neots
- Effect on town centre provision of rail commuter parking in Huntingdon
- Free long-term parking in Huntingdon and St. Neots and effects of potential introduction of charging to balance overall demand including;
 - Charging at Riverside, Huntingdon with designated short-stay areas to reflect leisure usage
 - High leisure usage at Riverside, St. Neots and options to leave free of charge
- Comparison between free parking availability and costs of other modes of travel i.e. public transport
- Pricing options across all levels of car parking and consideration of future scaling of long-stay charges
- Managing parking space search in areas of high demand
- Options and methods to deliver additional car parking
- Proposals by First Capital Connect to increase car parking provision at both Huntingdon & St. Neots railway stations
- Changed parking regimes between short and long-term car parks

- Enforcement and financial issues arising from any change to current policies, particularly the potential change from free to charged long-stay car parks i.e. staffing levels
- Conflict between demand for residents parking and employment based season ticket parking
- Encouraging other forms of access to the car where appropriate to balance car parking demands
- Current levels of charging including possible effects on on-street parking and longer-term charging regimes
- The provision for Park & Ride
- Lack of (tourist) coach layover parking especially in Huntingdon & St. Ives
- Market trader parking within car parks on market days i.e. reduces available car parking space
- Effect of Guided Bus Park & Ride site in St. Ives on town centre car parking
- Free parking in Ramsey and the effects of off-street parking demands compared to on-street availability
- Car park accessibility and signage
- Levels of enforcement and decriminalisation
- Payment methods and ticket machine requirements
- On-street charging levels outstanding from 2004 review

SHORT, MEDIUM AND LONG-TERM RECOMMENDATIONS - 2008-2011

The following are a series of short, medium and long-term recommendations for car parking within each town. This work is supported by a detailed financial analysis to reflect the effects of changed operating patterns including projected income and expenditure levels.

In terms of additional expenditure relating to any of the proposed recommendations over the life of the Action Plan, it will be necessary for the Medium Term Plan to be amended to reflect the agreed timescale for the delivery of emerging actions.

Following approval by Cabinet in October 2007, public consultation was undertaken during November/December 2007.

It is anticipated that all the proposed short-term actions will be developed and delivered within the 2008-2011 timescale of the proposed Action Plan and that significant progress will be made on the medium term actions. While the long-term actions are likely to emerge and develop as part of a future, revised Action Plan, it is proposed that reference should continue to be made to these and to progress these as necessary, particularly those requiring work with partners.

HUNTINGDON

Timescale	Issues	Recommendations
SHORT	Demand to meet immediate capacity issues	Provision of new long-stay car park at Bridge Place, Godmanchester
	Long and short stay parking imbalance	Mill Common to become all short-stay
	Free parking encourages car use and discourages other modes of travel where appropriate. Free parking also encourages rail commuters to park for free to avoid rail station car parking charges	Introduce appropriately targeted charges for long-stay car parking at Riverside and Bridge Place
	Encouraging leisure activities and use of Riverside Park	Introduce designated short-stay car parking at Riverside
MEDIUM	Managing car parking demand	Introduce new 3-year pricing policy and amend charges to keep demand at 2007 baseline Review Off-Street Parking Places Order including removal of employment-based Season ticket permits which currently allow parking inside ring-road by reallocating to long-stay charge car parks outside ring-road. For residents living within designated town centre zone, Permits and Season tickets will continue to allow use of certain car parks within ring-road Introduce low emission vehicle rate within Season Ticket regime for employees working in town centre or residents living within designated zone Work with CCC to review all one-hour on-street parking charges Undertake trial of new ticket machine technology at Riverside and Bridge Place including alternative payment options to cash i.e. credit/debit cards/mobile phone
	Demand to meet immediate capacity issues	Investigate leasing options for land for long-stay car parking at Brampton Road
	Managing car parking demand	Monitor effect of new ticket machine trial and investigate roll-out to other car parks including hand-held data capture technology
	Ineffective signage/distribution of vehicles across parking spaces	Investigate fixed or variable message signing
	Town Centre development requiring additional car parking	To continue to work with developers such as Chequers Court and West of Town Centre to secure additional car parking

	Promoting travel choice. Free parking encourages car use and discourages other modes of travel where appropriate	Begin scaling long-stay charging levels upwards to reflect local bus journey fare levels
LONG	Decriminalised parking	Continue to work with partners to explore the issues arising from decriminalisation
LONG (plus)	Economic growth, town centre parking supply and managed demand	Explore the possibility of Park & Ride but only when a business case can justify such provision

ST. NEOTS

Timescale	Issues	Recommendations
SHORT	Market Day demand to meet immediate short-term capacity	Tan Yard to become all short-stay
	Managing car parking demand	<p>Introduce new 3-year pricing policy and amend charges to keep demand at 2007 baseline</p> <p>Review Off-Street Parking Places Order to reflect pricing and regime changes including removal of employment-based Season ticket use in Tan Yard and The Priory Car Park</p> <p>Introduce low emission vehicle rate within Season Ticket regime for employees working in town centre or residents living within the town</p> <p>Work with CCC to review all one-hour on-street parking charges</p>
MEDIUM	Long and short stay parking imbalance	Investigate; a) expansion of Cambridge Road long-stay to replace parking lost at Tan Yard, b) improved pedestrian access to Huntingdon Street following any relocation of HWRC and c) consider appropriately targeted charges for long-stay car parking at Cambridge Road
	Managing car parking demand	Monitor effect of new ticket machine trial in Huntingdon and investigate roll-out to other car parks including hand-held data capture technology
	Town Centre development requiring additional car parking	To continue to work with partners to secure additional parking in association with new development
	Promoting travel choice. Free parking encourages car use and discourages other modes of travel where appropriate	Begin scaling long-stay charging levels upwards to reflect local bus journey fare levels
	Free parking encourages car use and discourages other modes of travel where appropriate	Continue to evaluate whether the introduction of targeted long-stay parking charges at Cambridge Road would be appropriate

LONG	Meeting car parking demand	Work with partners to explore the possibility of additional car parking on the south side of the town centre
	Decriminalised parking	Continue to work with partners to explore the issues arising from decriminalisation
LONG (plus)	Economic growth, town centre parking supply and managed demand	Explore the possibility of Park & Ride but only when a business case can justify such provision

ST. IVES

Timescale	Issues	Recommendations
SHORT	Managing car parking demand	<p>Introduce new 3-year pricing policy and amend charges to keep demand at 2007 baseline</p> <p>Review Off-Street Parking Places Order to reflect pricing and regime changes</p> <p>Introduce low emission vehicle rate within Season Ticket regime for employees working in town centre or residents living within designated zone</p> <p>Work with CCC to review all one-hour on-street parking charges</p>
MEDIUM	Managing car parking demand	<p>Monitor parking levels on London Road Flood Arches to ensure parking demand needs continue to be met</p> <p>Assess car parking needs in Market Hill as part of future Environmental Improvement scheme</p> <p>Monitor effect of new ticket machine trial in Huntingdon and investigate roll-out to other car parks including hand-held data capture technology</p> <p>Begin scaling long-stay charging levels upwards to reflect local bus journey fare levels</p>
LONG	<p>Promoting travel choice. Free parking encourages car use and discourages other modes of travel where appropriate</p> <p>Economic growth, town centre parking supply and managed demand</p> <p>Decriminalised parking</p>	<p>Monitor effects of Guided Bus Park & Ride car park when open from early 2009 and effects on town centre car parking</p> <p>Continue to work with partners to explore the issues arising from decriminalisation</p>

RAMSEY

Timescale	Issues	Recommendations
SHORT	Managing car parking demand	Investigate the introduction of short-stay parking areas within Mews Close car park to control long-stay parking levels. Possible 'Disc Parking' permit, subject to revenue costs Review Off-Street Parking Places Order where necessary
MEDIUM	Loss of off-street parking at New Road with resultant loss of capacity	Investigate replacement provision on District Council land at Mews Close. Possible 50/50 scheme with residential provision. Proven area of demand
LONG	Removal of High Street parking	Work with County Council to investigate removal of on-street parking to improve safety and traffic flow
	Decriminalised parking	Continue to work with partners to explore the issues arising from decriminalisation

CAR PARKING STRATEGY – DRAFT ACTION PLAN
(Report by the Overview and Scrutiny Panel (Service Support))

1. INTRODUCTION

At its meeting held on 15th January 2008, the Overview and Scrutiny Panel (Service Support) considered a report by the Head of Planning Services regarding the development of a Car Parking Strategy and Action Plan.

- 1.2 The conclusions of the Car Parking Working Group had been presented to the Scrutiny Panel in October 2007 when the Panel made a number of recommendations on the content of their report. Cabinet asked the Working Group to investigate further the recommendations of the Panel and also additional ideas put forward by Cabinet itself.
- 1.3 Following consideration of the issues raised the Working Group's further report was considered by the Panel at their January meeting.

2. VIEWS OF THE PANEL

- 2.1 The Panel were appreciative of the additional work undertaken by the Car Parking Working Group but still had reservations about some aspects of their recommendations. In order not to delay the matter any further, the Panel decided to raise no objections to the report but to invite the Cabinet to take into account the following issues when considering the Working Group's recommendations.

- The Panel was disappointed that the Working Group decided not to change their proposal that there should be a 25% reduction in the cost of a car parking season ticket for cars with CO₂ emissions of 120g/km or less. The Panel felt that this did not provide sufficient incentive to encourage motorists to purchase low emission vehicles and that the percentage reduction should be greater.
- The Panel remains of the view that any surplus income generated by increased car parking charges should be ring-fenced to provide integrated, sustainable and accessible transport.
- The Panel was concerned that few of the recommendations previously made by both itself and the Cabinet were accepted by the Working Group and consider that a further review of car parking should be commissioned by Cabinet as soon as possible after the new charges have been implemented in the forthcoming summer, with particular emphasis on actions to encourage environmentally sensitive forms of car use.

3. RECOMMENDATION

- 3.1 The Cabinet is requested to take into consideration the views of the Overview and Scrutiny Panel (Service Support) as set out above.

BACKGROUND INFORMATION

Minutes of the meetings of the Overview & Scrutiny Panel (Service Support) held on 9th October 2007 and 15th January 2008
Car Parking Strategy: Draft Action Plan – Report by the Head of Planning Services

Contact Officer: Miss N Giles
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HUNTINGDONSHIRE DISTRICT COUNCIL

DRAFT

MINUTES of the meeting of the CABINET held in the Council Chamber, Pathfinder House, St Mary's Street, Huntingdon PE29 3TN on Thursday, 31 January 2008.

PRESENT: Councillor I C Bates – Chairman.

Councillors P L E Bucknell, D B Dew,
A Hansard, C R Hyams, T V Rogers and
L M Simpson.

APOLOGY: An apology for absence from the meeting was submitted on behalf of Councillor Mrs D C Reynolds.

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99. CAR PARKING STRATEGY - PROPOSED ACTION PLAN

Further to Minute No. 07/67 and by way of a report by the Head of Planning Services (a copy of which is appended in the Minute Book) the Cabinet was invited to consider the content of a proposed Car Parking Strategy Action Plan for Huntingdonshire which set out proposals for car parking in the District up to 2011.

In so doing, Members were reminded that the Plan had been the subject of a consultation exercise carried out by the Car Parking Working Group during November and December and that the Overview and Scrutiny Panel (Service Support) had considered the Plan at their meeting on 15th January 2008. With regard to the Panel's recommendations arising from that meeting, the view was expressed that a reduction of 25% in the cost of a car parking Season Ticket for cars with CO² emissions of 120g/km or less represented a fair and equitable discount. In discussing the use of surplus income generated by increased car parking, Executive Councillors felt it would not be appropriate to ring-fence surplus income from these charges. Having thanked the Car Parking Working Group and the Overview and Scrutiny Panel for their input, the Cabinet

RESOLVED

- (a) that the Action Plan appended to the report now submitted be approved;
- (b) that steps be taken to amend the current Off-Street Parking Places Order to reflect the changes proposed in the Action Plan referred to in (a) above and their implementation with effect from 1st June 2008;

- (c) that the proposed car parking charges outlined as the first option in Annex D to the report be approved and advertised; and
- (d) that the arrangements be reviewed following a period of 12 months of introduction of the revised charges.

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Chairman